




*Here and There
in Montreal
and The Island of Montreal*

By CHARLES W. STOKES





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MONTREAL FROM THE MOUNTAIN.

From the painting by
Charles W. Simpson, R.C.A.

Here and There in Montreal and The Island of Montreal

By

Charles W. Stokes

Author of "Round About the Rockies"

An Illustrated Descriptive Guide to
the Historical and Picturesque
Landmarks and Places
of Interest in
Montreal and
Environs.

TORONTO
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LIMITED

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Reign on, majestic Ville-Marie!
Spread wide thy ample robes of state;
The heralds cry that thou art great,
And proud are thy young sons of thee
Mistress of half a continent
Thou risest from thy girlhood's rest;
We see thee conscious heave thy breast
And feel thy rank and thy descent.

Sprung of the Saint and Chevalier
And with the Scarlet Tunic wed—
Mount Royal's Crown upon thy head;
And past thy foot-stool, broad and clear
St. Lawrence sweeping to the sea;
Reign on, majestic Ville-Marie.

W. D. Lighthall.

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Here and There in Montreal

and The Island of Montreal

What is a Great City? The greatness of a city, very probably, lies not in its adaptability to changing conditions and changing centuries, but in the very opposite: a certain inability to adapt itself at all. That, of course, will sound illogical to the aspiring Main Streets of this New World, which cannot conceive of progress except as growth, or of growth except as change. But what, after all, makes a great city? If it is size, then London is indubitably a greater city than Rome—if tradition, Athens greater than Boston. If greatness consists of enormous buildings, palatial hotels and magnificent streets, New York is certainly much greater than Bombay—if of beauty, Paris is far greater than Peking. Or judging, finally, by prosperity and material progress, Detroit is far greater than Edinburgh.

These comparisons by common formulae show, indeed, the futility of any comparisons except one. Humanity is judged ultimately not by whether it is tall or short, dark or blonde; if you or I stand up before even an earthly judge it matters very little that we are good bridge-players or swing a mean golf-club. The only real criterion is the one thing that never changes, which is character—or as some prefer to say—personality. Great cities are very like great men; they are great because of certain inherent qualities, not because of their pomp and circumstance.

The Oddness of Montreal From this preamble it will be gathered that Montreal is suggested as a great city, but that its greatness needs some explanation. Judged by the five standards above—size, age, magnificence, beauty or progress—Montreal is a jack-of-all-trades and master of none. It is not so large as several cities of the New World or as some score of the Old World, but it has almost a million people. It is older than Pittsburgh or Winnipeg, but younger than many obscure English villages; and although it was an important town before George Washington was born, its history, with one or two brilliant exceptions, is colorless. Its skyline of skyscrapers,

spires and smokestacks—especially when viewed from the “Mountain”—is a remarkable one; and yet there is not one building more than one-quarter as high as the Woolworth Building, and its streets are never very wide and sometimes distressingly narrow and un-modern. Its situation at the foot of Mount Royal, its girth encompassed by two noble rivers, its lineaments dowered with trees, squares and parks, has much of beauty; yet either San Francisco or Sydney could (in the vernacular) deal it cards and spades. It is rich, prosperous and busy; it is the second largest port of America, and its ships sail the seven seas; but it lacks entirely the clean-cut dynamic aggressiveness of Detroit or the intensive hard-as-nails atmosphere of Manchester. Yet Montreal is still one of the great cities of the world, and the quality that makes it great is just—Montreal.

Or shall we say, mimicking the native's delightful pronunciation, “Mo'reAL”? The first quality of Mo'reAL is that it is essentially a French city, although situated in a British country. It was established by the French, and although the French have long since departed from Canada, although it has had practically no direct contact with France for 150 years, although its commercial greatness is primarily due to the Scotch, although it has a compact minority of English and American, it is still the fourth largest French speaking city of the world.

Again, Montreal is Montreal because it is a city of remarkable contrasts. You can, of course, say that of almost any city; but here the contrasts are so particularly marked as to call for little eloquence. There is the very obvious and primary contrast of climate, between winter Montreal and summer Montreal. There is the ever-present contrast, from which no large city is unfortunately ever free, between magnificent homes and squalid slums. Montreal has some of the noblest streets and buildings, both private and business, of any city of the new world; yet no one who really loves it can deny that whole sections have been built with no more ambitious imagination beyond that of a manufacturer of packing cases, or that it has its underworld, its dens, and its “joints”.

Growth, but Montreal is the largest, richest, busiest, most important city of Canada—the fifth largest, now, of North America.
Not Change Railways make it their headquarters, steamship lines converge to it. It is the home of great and powerful financial interests and of enormous manufacturing corporations. Yet its lack of certain facilities which most other cities deem essential is sur-

prising. Thus, for example, one finds beautiful modern office buildings, constructed with every recent improvement for the ease and comfort of their tenants, squeezed by very old buildings—sturdy and well built, perhaps, but highly inconvenient—which the typical American city would demolish. That same typical city would also straighten out, widen, or level the narrow, crooked streets over which the huge commerce of downtown Montreal clatters. But Montreal does not, neither does it pull down until they are condemned the houses which its ancestors built. The reason, so far as I have been able to ascertain, is a combination of reverence, an appreciation of the value of improved real estate (however imperfectly improved), and a certain supineness; but over and above this is the astounding conviction, from which every up-to-the-minute “typical city” would most violently dissent, that it is not necessary to be stereotyped to be successful.

A City of Contrast Montreal, again, is a city of religion, judging by the number and size of its churches. If in the ensuing pages I seem over-generous to them, it is because—as Mark Twain once said—it is almost impossible to stand on a street-corner and fling a stone without smashing a church window. Yet withal Montreal is a city of bars, using that last word to imply places where one obtains alcoholic sustenance, irrespective whether they have brass-rails or not; those who attend the churches are not necessarily Bolshevik about the bars, or vice versa—but you possibly get my meaning. Similarly, you will find stately colleges jostled by hat shops or pâtisseries. Next door to a grey, bleak convent is a movie theatre. They would order this differently in France, of course, or anywhere else; Montreal happens to be one of the few places left that has not fallen into the clutches of the standardizer.

A city of contrast always supposes the gift of beauty. No one has yet denied Montreal that. Writing as far back as 1836, Montreal's first guide-book writer, Bosworth, dilated upon its elegant approach and tall, graceful steeples and spires. Its island site, its rising slopes, its noble rivers, its mountain—even by courtesy—its parks and leafy city squares, and its circumambient orchards endow Montreal with visible beauty. The lines of its principal public buildings might almost be said to express a characteristic French-Canadian architecture, a style non-aerial but nevertheless distinguished. Some of the stately old houses that translated the mid-Victorian into Canadian, substantially constructed to withstand a northern climate, are far more beautiful than the flimsy bungalows of

California or the ornate Colonial mansions of New England; yet Montreal has become, by virtue of its rapidly increasing population, a city of flats and apartments, and some of its newer suburbs—particularly those which straggle out into the orchards—are enough to set the imagination to its well-known task of boggling.

The Grain of Mustard Seed An historic background is the soft focus that humanizes beauty. The history of Montreal is uneventful, a chronicle of pioneering rather than of red-letter battles, but it is honorable. It provides the setting of the very old in the very new, like a cameo mounted in a sleeve bangle, that at many points intrigues the visitor. When the fathers of Montreal landed near the site of Hochelaga on that May day of 1642, found it devastated by enemies and uninhabited, and gave to their settlement the name of "Ville Marie", their spiritual director sought to hearten them by preaching the parable of the mustard seed. The mustard seed, you will remember, could not be prevented from spreading and multiplying. Montreal, more than perhaps any other city of this continent, has grown by natural accretion. Its kernel has always been the same. Around its old institutions modern ones have grown like rings on a tree; they are still there, those hardy old institutions like St. Sulpice Seminary, and they have left survivals in the old buildings that rear their heads to form historic landmarks. Around them cluster memories of many very vivid personalities, from Maisonneuve and Jeanne Mance down through a long string of worthies who fought the Iroquois, discovered the Mississippi, traded in furs, and later built railways or endowed colleges. And to these memories, in addition to the places that can be catalogued or described in a book such as this, there is another series of guide-posts—the nomenclature that endows the streets of Montreal with the names of illustrious Frenchmen or of saints.*

Why Its People Love It Montreal is a fascinating city to visit, an easy city to live in. The texture of its daily life, shot through with a dualism of language and outlook, is at times puzzling, but always interesting; the range of its year, from summer to winter, is complete. Through its gates flock a hundred peoples. Hither come visitors—hence go travellers. The immigrant on his way west, the Oriental speeding on his way Europewards, the empire builder, the merchant-prince—all these, the ships that sail for a

*Including one with the mystic name of Chagouamigon Lane.

thousand ports, the trains that start for distant shores, bring Montreal daily into contact with the four corners of the world. Another and a greater dualism pervades all endeavor; for to its localism, its intense pride in itself, its resistance to external pressure and its indifference to external motive—a resistance heightened above ordinary localism by the presence of a large French-speaking population—it adds the cosmopolitan spirit that comes only to a city accustomed to thinking in bigger terms than its own boundaries and beyond its own country.

Montreal has been called the Paris of America. All such comparisons, showing a remarkable lack of originality, are drawn usually between only one parallel. If the Paris of the Champs Elysées, of the boulevards, of magnificent vistas, is intended, the comparison is unusually odious; but if it is the Paris of intellectual liberty, of non-interference, of freedom to act as one pleases, Montreal may perhaps accept the title. It is virtually the only city of Canada where one does not need to practice hypocrisy or seek to conceal motives. It opens its shows on Sunday; it permits and indeed profits from horse-racing; it allows alcohol to be sold within its boundaries. All of which is of course highly reprehensible, un-standardized, and provocative of a rush of moral indignation to the head.

Finally, Montreal is a city of hospitality. Pierce beneath its queer but thin shell of indifference, and you will find a warmth of pulsating life and a vigor and variety of motive. It greets you, even, with its own cuisine. It may not include the peaches of Georgia or the oranges of California; but let your first lunch be, shall we say, some of its delicate salmon from Gaspé, its delicious cheese from Oka, its own apples or melons—to say nothing of the far-famed pea-soup of French-Canada—washed down, perhaps, by a bottle of amber-colored sauterne, and you will say, with Suetonius, that life after all is not just one darned thing after another.

The present writer—in drawing the above attempt at a keynote picture of Montreal to a close—is only too conscious that some kind of apology is necessary for the nature of this publication. It is neither guide-book, sketch-book nor tone-poem, but a kind of medley of all three. No one could ever write about Montreal without running head first into what, for want of a better word, must be called that remarkable city's "complex"; the temptation to try to explain the queer, intangible fascinations of Montreal is almost irresistible, but the actual task is hard.

That the writer may have failed, and evolved a miscellany—jumbled facts and fancies, inverted the conventional order of arrangement, drifted from stylistic strivings into the jog-trot narrative of “is” and “was”—is entirely his own fault. But he wishes to thank a great many persons indeed for assistance in supplying data, especially Mr. W. W. Beveridge for the sporting information contained herein. Of the extensive bibliography of Montreal, particular mention must be made of Dr. W. H. Atherton’s voluminous and excellent history.

The Arts Club,
Montreal

THE FRENCHNESS OF MONTREAL.

Montreal owes some of its fascination to its cosmopolitan atmosphere. Not that it is the ill-digested mixture of nationalities that the word cosmopolitan sometimes implies on this continent. The census shows that actually not more than 15 per cent. of its population were born outside of Canada. But its immigrants are of the colorful races, the Italians, the Irish, the French, the Russians, the Syrians. Divided by racial stock, the greatest proportion are the French. Following them in size of representation are the English (about 13 per cent.), the Irish, the Jews, the Scotch, Italians, Polish, Germans, Belgians, Chinese, and Russians.*

The French Canadian

This may be an appropriate place to speak of the French-Canadian. It is stated on another page that the French-Canadian population of Montreal is nearly 600,000—a count that is increasing in numbers and ratio at a rate exceeding any other race. It is not within the scope of this book to enlarge upon the status, past, present, or future, of the French race in Canada. That there is in Canada such a large, vigorous and homogeneous unit of French-speaking people is an historical factor of great political consequence. The city of Quebec is its racial headquarters—possibly, too, the fount of inspiration for the entire French race of America; but Montreal is its greatest assembling point, including within its boundaries at least 25 per cent. of the French-Canadian people.

That many French-Canadians speak English only with difficulty, or not at all—that all of them speak French for preference—is an undeniable fact justified by the legality of French as a dual language of Canada. When the British conquered Canada from the French, they agreed to disturb neither the language nor the religion of the settlers—an agreement ratified by subsequent political documents such as the British North America Act of 1867. On the other side of the argument is the fact that far less English people in Montreal speak French, even with effort, than French speak English.

*The visitor will hear the word "English" frequently used in the sense of English-speaking as opposed to "French".

Even the most superficial examination of Montreal, therefore, reveals a duality of race, tongue, and ideal.

It reflects itself in every way, in philosophy as well as externally—in atmosphere as well as in architecture. No one contends that the French-Canadian has all the essential characteristics of the race which (to distinguish its comparatively few representatives) is called the “Parisian French”. Nevertheless, he brings to the combination of peoples the charm, vivacity, and delight in life of the typical Latin, and endows Montreal with a cachet that cannot be paralleled. In no other city of Canada, for example—or in the United States, for that matter—does one find such a profusion of outdoor statuary. The heroic statue, well placed in an open square, surrounded by a grass plot, indicates without fail the Latin touch.

Between the two races, French and English, so different in mentality and methods, there exists a cordiality that rather surprises outsiders. Not that either race betrays a fake enthusiasm for the other; they live more or less apart—the English generally west of Bleury Street and the French east. They do not intermarry to any particular degree, and they do not pretend they like the other race better than their own. But they do meet the other race “fifty-fifty”, and the foreign visitor who might expect to see the same strained relations between the English and French Montrealers as between, say, Ulster and Free State Irish, is due for disillusion.

**Is Canada French
a Patois?**

It will be equally appropriate here, in speaking of the French-Canadian race, to refer to their language. The outsider is rather apt to get off the ancient gibe that the French-Canadian speaks “only a patois”.

Rather inconsistently, that remarks falls oftenest from the tongue of the visitor who does not speak French. The resident knows better. Quite conceivably, Canadian French—which has had no direct cultural contacts with France for over 150 years—has been drifting away from the mother language to the same extent that American English has drifted away from the King’s English; quite conceivably too, pronunciation has during nearly two centuries of isolation changed with the generations, just as has American English. But to judge the French language by the enunciation or vocabulary of the grocery clerk, the street car conductor, or the store-girl: to exclude the existence of higher classes, of purer principles of culture: and to say that the Montrealer speaks a patois, is not only ignorance—it is in execrable taste and an outrage upon hospitality.



AN OLD FRENCH-CANADIAN FARMHOUSE.

From the painting by
John Johnstone, A.R.C.A.

STATISTICAL

Population We can very aptly begin by mentioning the fact that every Canadian city that values its reputation quarrels with the census. Some cities quarrel so violently that the census, if it were animate, would almost have just grounds for an action for defamation of character. Montreal is no exception. Let us uncover the evil. The 1921 census awarded Montreal a population of 714,875, of which Montreal proper had 618,506*. The indignant rebuttals of the people of Montreal claim from 750,000 to 950,000: the city hall in 1923 claims, with a meticulous definiteness, 836,304. This last basis would make Montreal not only the largest city of Canada and of its province, Quebec; but also the fifth largest of North America and the seventh largest of the British Empire—the fourth largest, indeed, outside the British Isles themselves.† It can claim another and perhaps not so widely-known distinction. It is the fourth largest French-speaking city of the world.‡

A further comparison of Montreal with itself, to show how it does grow, is to be found in past years:

1911	490,504	1871	115,000
1901	328,172	1851	57,715
1891	219,616	1800	9,000
1881	155,238		

Geographical The Island of Montreal, 32 miles in length by a width at its broadest part of about 10 miles, lies in a broadening of the St. Lawrence River at the confluence of that noble waterway with one of its principal tributaries, the Ottawa. It is a matter of some interest that the two rivers really unite at the eastern end of the Island, not at the comparatively narrow connection at the western end, and thus flow together for some considerable distance without actually mingling.

In its course around the back of the island, the Ottawa, often referred to as the "Back River" splits into two branches and forms

*For population of surrounding municipalities, see page 66.

†Preceded only by New York, Chicago, Philadelphia and Detroit in the United States; and London, Calcutta, Bombay, Glasgow, Birmingham, and Sydney in the British Empire.

‡Montreal's French-speaking population numbers probably 580,000. The population of Paris is 2,907,000, of Brussels 685,000, and of Marseilles 586,000.

another island. This second Island, Ile Jesus, has between it and the Island of Montreal the branch called the Rivière des Prairies, and between itself and the mainland the branch called the Rivière des Mille Isles. Both branches are bridged. Other smaller islands surround these two, of which Bizard, Perrot, Boucherville, and Ste. Thérèse are the largest.

The most conspicuous feature of the Island of Montreal is its "mountain", Mount Royal, a long hump-backed ridge a little over 750 feet in height. The city of Montreal occupies a series of raised benches at its foot and along its sides, principally between it and the river, at about the middle of the southern shore. Three counties constitute the Island—the whole of Jacques Cartier and Hochelaga, and part of Laval. The area of the city (1921) is $50\frac{1}{4}$ square miles—of the metropolitan area, about 95 square miles.

St. Lawrence River The majestic St. Lawrence River, although it begins in Ontario and actually for a short distance borders the United States, is essentially the river of Quebec, for with the history and progress of that province it is so vitally and indeed most particularly identified. Practically five-fifths of its length is through Quebec, which also contains or borders its greatest tributaries, the Ottawa, Richelieu, St. Maurice and Saguenay Rivers. As the outlet of the five Great Lakes, it drains an area of 498,000 square miles. From its source in its first springs at the head of Lake Superior, it is 1900 miles long; from the head of Lake Ontario to where it finally merges into the Gulf of the St. Lawrence, it has a length of about 850 miles, reaching a width at the Gulf of some 90 miles. From Montreal to Newfoundland it forms a protected waterway, unimpeded by any obstacle to navigation, only a score or so miles short of a thousand, bringing ocean-going steamships almost one-third of the way to the centre of America. Its charm, beauty and history make it equally remarkable. The river is frozen over during the winter for about four months, navigation being usually interrupted for five.

SEEING MONTREAL

Before one sets out to see Montreal, it is advisable to orientate oneself. Montreal runs principally from east to west,* and on the whole is much longer than it is wide. At various points it is crossed by important streets, which act as nerve centres for traffic, and function, roughly speaking, as gateways to different sections of the city. They evidence more than a mere indication of the varying characteristics of those sections through which they pass, and for the purpose of this book we will use them as starting points of excursions.

The most important, from the visitor's viewpoint, is the corner of St. Catherine and Peel, centre of the "uptown" region. Eastward from here, and crossing St. Catherine, are University Street, Phillips Square and Bleury. Westward from Peel are Guy Street and Atwater Avenue. Northward from St. Catherine Street, up Peel, is Sherbrooke Street; southward is Dominion Square and Windsor Street, crossed by Dorchester Street.

The next focal point is the Place d'Armes, hub of "downtown". This Square is crossed by St. James Street and Notre Dame Street: to the west is a nerve centre in Victoria Square. to the east is the City Hall and other public institutions, to the south is the historic part of Montreal embracing the original settlement of Ville Marie.

Running parallel to Notre Dame Street to the north is Craig Street, uniting the lower ends of most of the many cross-streets. If we climb one of the latter—St. Lawrence, say,—we find ourselves back on St. Catherine Street, in what for convenience we will call the "east end", although actually it is only just immediately east of the centre to the city. St. Lawrence Boulevard, an enormously long street, is the principal highway across the island. St. Denis Street, the next, is the great French street,, giving its best corner to the Université de Montreal. Still travelling east, St. Catherine is crossed in succession by Amherst, Papineau, Delorimier and other streets.

In the meantime Sherbrooke Street continues on its serene way from east to west, for a prodigious distance, assisted by other thoroughfares of like geographical inclinations, of which Lagauchetière, Dorchester, On-

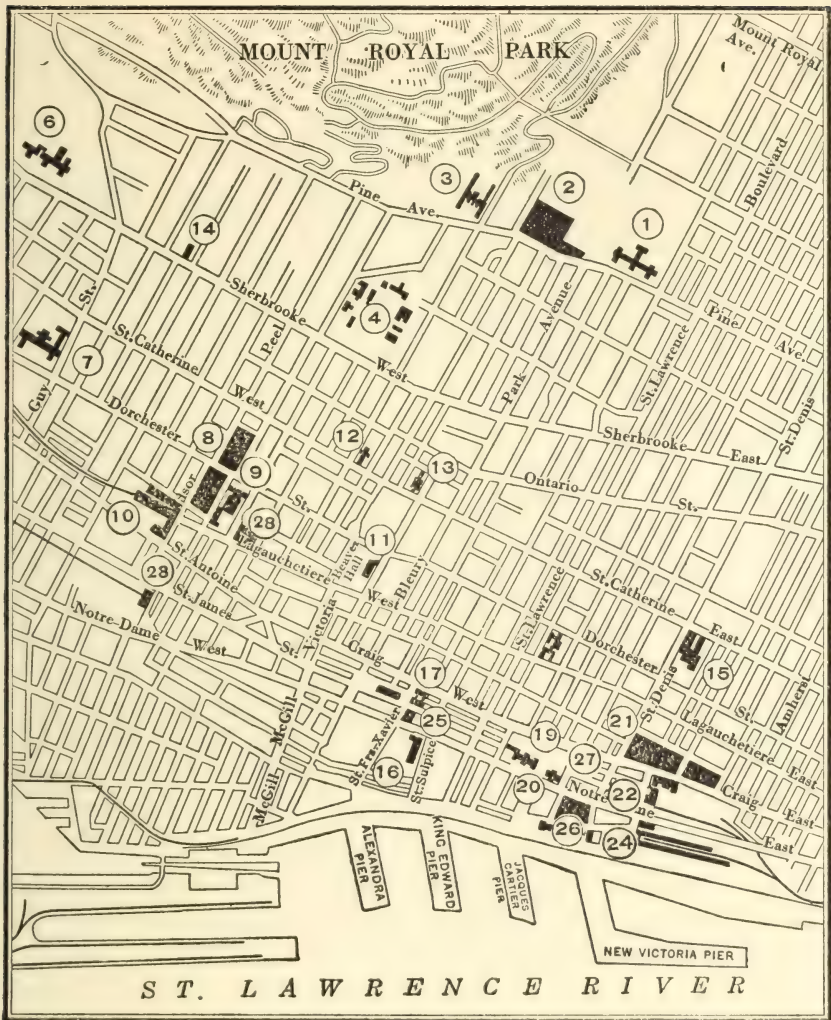
*We call it east to west for convenience, but it is actually north-east to south-west.

tario, Pine, and Mount Royal are the chief. North of Sherbrooke, west of Park Avenue, is the Mountain: beyond it, to the east, is the "North End"—to the west, Outremont. West of Atwater Avenue along St. Catherine Street, partly climbing the Mountain, is the "west end"—Westmount, Notre Dame de Grace, and Montreal West.

West of McGill Street and south, roughly speaking, from the Canadian Pacific tracks to the river, is a large industrial and residential district, including the district of Point St. Charles, Cote St. Paul, Verdun, St. Cunegonde, and lower Lachine.

Notre Dame street is the longest of the city. Under various aliases, it actually traverses the whole south shore of the Island of Montreal; but under its own name and within the city limits it is about $13\frac{1}{2}$ miles. St. Catherine (7 miles), Sherbrooke (12 miles), St. Lawrence ($6\frac{3}{4}$ miles), and St. Denis ($6\frac{3}{4}$ miles) share its honors. From St. Lawrence those streets which have both "east" and "west" suffixes start their numbering.

Although both French and English terminology is legally recognized for streets, throughout this book the English form is used.



MONTREAL.

Central Section.

- | | |
|-----------------------------------|-----------------------------------|
| 14. Art Gallery. | 24. Notre Dame de Bonsecours. |
| 23. Bonaventure Station (C.N.R.). | 25. Place d'Armes. |
| 19. Champ de Mars. | 21. Place Viger Square. |
| 26. Chateau de Ramezay. | 22. Place Viger Station (C.P.R.). |
| 12. Christ Church Cathedral. | 17. Post Office. |
| 27. City Hall. | 3. Royal Victoria Hospital. |
| 20. Court House. | 9. St. James Cathedral. |
| 8. Dominion Square. | 13. St. James (Methodist). |
| 7. Grey Nunnery. | 11. St. Patrick's Church. |
| 1. Hotel Dieu. | 6. St. Sulpice Seminary. |
| 4. McGill University. | 28. Tunnel Station (C.N.R.). |
| 2. McGill Stadium. | 15. Université de Montreal. |
| 16. Notre Dame Church. | 10. Windsor Station (C.P.R.). |

UPTOWN MONTREAL

St. Catherine Street St. Catherine Street is Montreal in miniature, because it partakes of almost every Montreal characteristic. Montreal is, for example, essentially an east-to-west city—and St. Catherine street runs east and west to an enormous length. Throughout its length are distributed riches and poverty, luxury and sickness, old and new, selfishness and good works. French and English share it between them in rather unequal measure, with a sprinkling of other nationalities at intervals.

With no particular historical background, it has for many years superseded Notre Dame Street as the main street of Montreal. Its architecture and its institutions share the rather amazing medley that distinguishes the entire city, for along its seven-mile length are massive department stores, "cute" little shops dealing in every kind of special and expensive things, restaurants, cheap lunch counters, a cathedral, nearly all the theatres, some of the saloons, a university, countless churches, private houses, athletic resorts, hospitals, dance-halls, convents, many institutions to relieve the suffering of the poor and afflicted, and as many others to relieve the sufferings of the rich and care-free by relieving them of their money.

The corner of St. Catherine and Peel is one of those places which Kipling called the rendezvous of the world; if you stand there and wait long enough, you will meet the one person in the world you want to meet, even though he comes from the ends of the earth.

On Rencontre Well, anyway, let us take a short eastbound stroll along
Tout le Monde this kaleidoscopic street, beginning at the Drummond Building. The first few blocks are variously theatres, stores and shops—we say "shops" as meaning something entirely different, to the feminine mind, from stores. If you are not governed by limitations of time or season, choose for this stroll a rather cold Saturday afternoon in the fall, between the hours of three and five; you will be rewarded by meeting all Montreal, and particularly Miss Montreal, in her new fall hat and her new winter furs. Or a summer's evening about nine, when the sky is still silvery blue, when the lights beckon you into "shows" and the atmosphere and the pretty

girls compete to keep you outside—that is another charming time to see St. Catherine Street.

Christ Church Cathedral, seat of the Anglican diocese of
Christ Church Montreal, is architecturally the most perfect church of Canada, and for that matter probably one of the finest of North America.

Its graceful, slender spire and its low body are reminiscent, almost, of the famous Protestant cathedrals of Europe. In style decorated Gothic, and in construction a grey limestone faced with yellow Caen sandstone, it illustrates the beauty that is always inherent in correct Gothic. The carved porch and the octagonal Chapter-house behind are both attractive to the eye.

The church is built in the form of a Latin cross, 212 feet in length, with a transept of 100 feet. The spire is 224 feet above the street. The interior is dignified, with massive carved pillars, a well-pitched nave, a deep chancel, and a number of fine stained-glass windows.

The Cathedral was erected in 1859 under the guidance of Bishop Fulford, a marble bust of whom adorns the left transept. A spired monument of him is situated in the churchyard. The church was founded in 1789, and met for many years thereafter on Notre Dame Street. The present building has unfortunately suffered from a slight subsidence of foundation, and during recent years has undergone extensive repairs.

A block further along St. Catherine Street is Phillips
Phillips Square Square, a compact little affair of asphalt surrounded by new structures such as the Birks and Canada Cement Buildings. Both of these are characteristic of the march of business "uptown", for business is being crowded out of the downtown region and is invading this section of a once purely retail shopping district. The Square is ornamented by a fine statue by Philippe Hébert of King Edward VII. Behind the square is a smaller and older one, Beaver Hall Square, from which Beaver Hall Hill descends steeply to Victoria Square. (See page 35).

Just beyond Phillips Square, on the north side of St. Catherine Street, stands St. James Methodist Church, one of the principal places of worship of that body. Built of red and yellow sandstone, with a large rose window over the main doorway and two towers, it has around it sufficient ground to permit its proportions appearing to advantage.

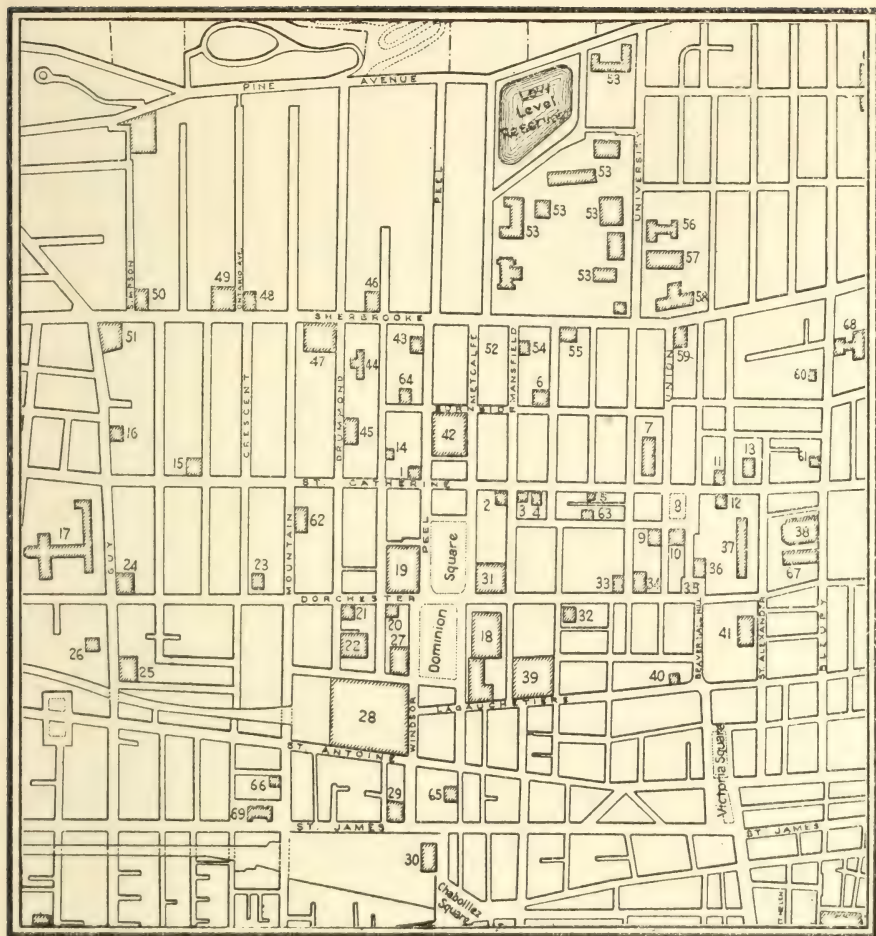
West of Peel, St. Catherine Street partakes very much of the same character, except that its stores are a little more recent; nevertheless, the same transformation from a purely shopping street to a business one is as subtly taking place. The streets that cross it form the great boarding house section of Montreal, a little faded in their respectability at first, later changing abruptly as they reach Sherbrooke to a character more consonant with the smartness of that aristocratic thoroughfare. On Stanley Street is the remarkable Egyptian-appearing Synagogue of the Spanish rite.

Guy Street crosses St. Catherine with a loud noise, bearing a busy car line that leads up to the Cote des Neiges. Beyond it is the section that we will describe later under the heading of the west end.

This famous institution, occupying the whole block between St. Catherine, Guy, Dorchester and St. Mathew Streets, and impressing one by its monastic vastness and severity of outline, is not a convent but a hospital, under the management of the Grey Nuns. It contains over 300 rooms, and is used as an asylum for foundlings and the sick, infirm and destitute of all ages and sects. Visitors are permitted at the noon hour. The institution is under control of the Sisters of Charity, who also have charge of a large number of other institutions throughout the city. In the centre of the building is the Chapel of the Holy Cross.

The Grey Nunnery was founded in 1747 by Madame d'Youville, who, upon becoming widowed at the age of 28, devoted herself to acts of charity. With some other ladies she established this community, to

Railway Stations.			
Bonaventure (C.N.R.)	30	Coliseum Rink	25
Tunnel (C.N.R.)	39	Engineers' Club	36
Windsor (C.P.R.)	28	Fifth Royal Highlanders' Armory	68
		Knights of Columbus	62
Hotels.		Montreal A.A.A.	43
Mount Royal	42	Mount Royal Club	46
Queen's	29	St. James Club	33
Ritz Carlton	47	University Club	54
Windsor	19	Victoria Rifles Armory	63
		Victoria Rink	22
Theatres.		Y.M.C.A.	45
Capitol	4	Y.W.C.A.	20
His Majesty's	16		
Imperial	61	Churches.	
Loew's	2	American Presbyterian	21
Orpheum	11	Christ Church Cathedral (Angl.)	7
Palace	5	Emmanuel (Congr.)	44
Princess	12	Erskine (Pres.)	48
Strand	3	First Baptist	59
		Gesu (R.C.)	38
Sporting and Clubs.		Knox (Pres.)	23
Automobile Club	9	Messiah (Unit.)	50
Caledonian Curling Club	64	Mountain Street (Meth.)	66
		Olivet (Baptist)	24



UPTOWN MONTREAL.

St. Andrew and St. Paul (Pres.)	32	McGill University	58
St. George's (Angl.)	27	Mount St. Mary Convent	26
St. James Cathedral (R.C.)	18	Royal Victoria College	58
St. James (Meth.)	13	Sacred Heart Convent	37
St. James the Apostle (Angl.)	15	St. Mary's College (Jesuit)	67
St. Joseph (R.C.)	65	Strathcona Hall (McGill)	55
St. Patrick's (R.C.)	41		
Spanish and Portuguese (Jew.)	14		

Educational, Art, Literary, Hospitals, Convents.

Art Gallery	49
Baron de Hirsch Institute	60
Diocesan Theological College	56
Fraser Institute (library)	34
Grey Nunnery	17
High School (Protestant)	57
Homeopathic Hospital	6

Miscellaneous.

Beaver Hall Square	35
Birks Building	9
Canada Cement Building	10
Drummond Building	1
Hochelaga—supposed site of ancient village of	52
Medical Arts Building	51
Phillips Square	8
St. Antoine Market	69
Sun Life Building	81
U. S. Immigration Office	40

which the name "Grey Nuns" was first given in derision. "The malicious reports circulated against the ladies, especially that of furnishing the Indians with alcohol, and making too free a use of it themselves, gave rise to the epithet 'Soeurs Grises', the word Grise having the double meaning of grey or tipsy."* The institution was endowed and supported out of Mme. de Youville's own purse. Its original site was near the old town gate; after a fire in 1765 it was rebuilt near the present Youville Square.

Dominion Square is Montreal's nearest approach to a civic centre. A hundred yards or so away from St. Catherine Street, it is generally the visitor's first permanent impression of Montreal, for the principal railway stations are either on it or just below it, and the automobile blue book routes begin or finish at it. Its trees, its statues, its spaciousness, its cathedral, its rows of "hacks"† its flower beds and wooden seats, present a picture of the lazier side of the city.

The square is bounded on the west side by Peel and Windsor streets, on the south by Osborne, on the east by Cathedral and Metcalfe, and on the north by Hart St. Dorchester street cuts across it from west to east, dividing it into two almost equal parts.

On the east side are St. James' Cathedral, the Bishop's Palace, and the handsome and imposing building of the Sun Life Assurance Company. On the west stands the equally imposing Windsor Hotel, a well-known establishment that has within the past few years been reconstructed and greatly enlarged. In the lower square, facing Osborne Street, is St. George's Church, a beautiful example of Gothic that possesses a number of excellent stained-glass windows and a good carved front porch. The flags of the Montreal light infantry (1837) are hung within. It has a square tower with a fine set of chimes, which are often heard in special exhibitions of campanology; and like its namesake, St. George's in Hanover Square, London, it seems a favorite place for fashionable weddings.

*Murray's Guide to Montreal.

†Montreal is, I imagine, the only city of any consequence in North America where the horse-cab still flourishes. The fact that automobiles are prohibited on Mount Royal supplies the immediate reason for the existence of these cabs; but back of that is a certain amount of local pride in these pre-gasoline vehicles and particularly in their shrewd and humorous jehus—and I am quite sure that the hack is engaged for many a journey where the taxi is just as available. In winter the hack is converted into a sleigh, and with the aid of bells and buffalo robes is probably the most popular means of transfer.

Dominion Square is a plain, open square, shaded with trees and laid out with turf and flower beds. At the centre are some Russian cannons taken in the Crimean War. The statues of the square deserve mention. In the upper square is the South African monument, erected to the memory of the Canadian soldiers who fell in the South African war and in recognition of the patriotism of Lord Strathcona in raising the Strathcona Horse. The monument consists of a soldier on foot holding in a rearing horse; on the base are bas-reliefs illustrating episodes of the campaign. Near this is a drinking fountain erected in memory of Queen Victoria.

In the lower square stands the Macdonald Monument, erected by public subscription after the death of Sir John A. Macdonald, Prime Minister of Canada for 19 years (1867-73 and 1878-90). It is a splendid but rather inartistic monument; on a high base, between red granite pillars holding an arch, stands a striking figure of the statesman. On the arch, four lions support a diadem which crowns an allegorical figure of Canada. At the corner of St. James is a statue, by Hebert, of Ignace Bourget, Bishop of Montreal for 36 years, under whose direction the erection of the cathedral was carried out. A vigorous bas-relief in the plinth represents him handing a banner to the Canadian Papal Zouaves. (See page 21).

Windsor Station At the extreme corner of the square towers the Canadian Pacific Railway station. This enormous building, covering the entire block between Osborne and St. Antoine street, and adapting itself very ingeniously to the rapid slope of Windsor Street, is not only the finest station in Canada, but ranks without loss of prestige with the largest of this continent. It is a grey stone building of massive design, with an arched front and two towers, one of which rises to a height of 15 storeys. It has been enlarged several times, to keep pace with the development of the great corporation which it houses. It has 11 tracks, an immense glass-roofed concourse, two restaurants and various ticket and baggage offices and other utilities. The main waiting room is a magnificent one, with a lofty ceiling, and can house several thousand people. At one end is a statue of Lord Mountstephen, the company's first president: in the concourse is another commemorating the company's employees who were killed in the great war.

St. James Cathedral St. James Cathedral dominates all "up-town" Montreal. Its size, its loftiness, its nobility of outline, and its charming situation, combine to make

it a worthy home for the seat of the Roman Catholic arch-diocese of Montreal. If I were the ruler of a nation, I would pass a law that all cathedrals should stand in a square such as this, from which their majestic proportions could be observed.

In its external appearance there is something strikingly reminiscent—something that one has often seen in photographs, but cannot quite—Ah, St. Peter's! The great Roman edifice indeed served as a model for St. James, to symbolize (in the conception of good Bishop Bourget, who more than anyone else was responsible for the present building) the indissoluble union of the Church in Canada with the See of Peter. It is almost an exact replica of St. Peter's, modified to some extent to meet climatic differences. The roof, for example, is inclined on account of snowfall.

The front presents a remarkable and magnificent appearance. Broad flights of steps lead up to the entrance, between eight columns which support the pediment. Over the portico are thirteen bronze statues of heroic size—frequently mistaken by careless persons for Christ and the Apostles, but actually those of St. James, St. Joseph, St. Anthony of Padua, St. Francis of Assisi, St. Vincent of Paul, St. John, St. Paul, St. Thomas Aquinas, St. Patrick, St. Charles Borromeo, St. John the Baptist, St. Hyacinthe and St. Ignatius. They were the donations of various parishes of the diocese. Above the building is the dome, surmounted by a huge ball on which is placed a glittering cross, and surrounded by four smaller domes.

The Cathedral is almost one-half the dimensions of St. Peter's, with a length of 330 feet and a width of 222 feet. The masonry works of the dome are 138 feet in height above the floor. The dome, 70 feet in diameter at its base, rises another 72 feet: the top of the cross, which is 18 feet high and 12 feet long, is another forty feet higher—250 feet altogether from the ground. The stonework of the facade is probably the handsomest portion of the Cathedral.

The interior, decorated in white and gold, impresses one first of all by its coolness—next by its loftiness, the graceful lines of its arches, the symmetry of its pillars, and the simplicity of its appointment. Under the dome is a very artistic baldachin (canopy) copied from that in St. Peters and presented by the Seminary of St. Sulpice. Under it is the high altar, of marble and onyx; at the Gospel side is the archiepiscopal throne, sculptured and in-

laid with ivory. The arcades of the transepts have some interesting historical pictures, principally by Delfosse.

The Papal Zouaves' Chapel is very interesting, recalling as it does what might be called Canada's first expeditionary force. Who the Papal Zouaves were, or why they fought, has passed from almost every memory save those of their descendants. Those who see the few white-haired, tottering survivors in a parade, with their tattered flags and old-fashioned uniforms, see without perhaps properly understanding the remnants of a crusade. The Papal Zouaves were volunteer troops who rallied to the defence of the Papal States in the unhappy wars that divided Italy in the period from 1860-70. The French-Canadian members did not participate until the years of 1868-9-70, and fought only in Rome.*

The names of the French-Canadian Zouaves, numbering over 500, are inscribed in gold letters on four tablets in the chapel, which is lit by a silver lamp fashioned in the shape of a sailing vessel.

Adjoining the vestry is the Bishop's Palace, a plain brick building, and the residence of the Archbishop of the province as well as of the bishop of the diocese.

The cathedral was begun in 1870, the fifth cathedral since the creation of the diocese, and was pushed forward in the face of threatened failure and many difficulties by Bishop Bourget and his successor, Archbishop Fabre. The architect was Victor Bourgeault. The dome was finished in 1886, and the building opened for worship in 1894.

If one lacked conviction that Montreal is (despite its habits) a city of churches, that can be found by standing outside the Windsor Hotel and looking either way along Dorchester street. It is a street of spires. In the skyline to the east is the massive dome of St. James and the beautiful square tower of St. Andrew and St. Paul. To the west is almost an avenue of spires; down-street looms the head of St. George's, and directly opposite is an ex-church that houses a fringe of small stores.

Dorchester Street, named after the able soldier-statesman of Canada's transition period from French to British rule,† presents the spectacle of

*The Papal Zouaves were formed in 1860 in the defence of the Papal States against Garibaldi, in the struggle for the "United Italy" that culminated, amongst other things, in the Pope's loss of "temporal power". They were commanded by an exiled French officer named Lamoriciere. After the success of the Garibaldian cause and the occupation of Rome by Victor Emmanuel in 1870, the Papal Zouaves served the government of National Defence in France during the Franco-Prussian war, and were disbanded after the entrance of the German troops into Paris.

†Sir Guy Carleton, afterwards Lord Dorchester, Governor-in-Chief of Canada 1768-1778, 1786-1796.

a good street gone rather wrong—or at any rate, that familiar but always pathetic episode of a city's growth, a good street decayed. Once the street of fashion and rich burgesses, it commenced to lose its best residents when the city expanded towards the mountain and the suburbs. Its sturdy old four-storey houses, thick-walled, bay-windowed and cosy, became boarding houses; mansions became apartment blocks and—during the war—clubs for soldiers; beautiful walled gardens became garages and one-floor stores. Nevertheless, at its western end some old-timers still linger on, still give to it a distinctive air of richness and massive repose.

Amongst the notable buildings going west from Dominion Square are the American Presbyterian Church, the Knox Crescent Church (Presbyterian) with a fine spire and magnificent triple-doored Gothic porch, Olivet Baptist Church, and the Grey Nunnery.

Opposite the latter is the Mount St. Mary Convent. Farther along on the south side is the home of the Franciscan Fathers, those kindly brown-robed sandalled monks, seen occasionally on the streets of the city. Beyond this Dorchester street runs across Atwater Avenue to Greene.

Eastward from Dominion Square the street crosses the tracks of the Canadian National Railways. The tunnel is to the north and the station to the south. Just beyond the tunnel is St. Andrew and St. Paul Church. At the corner of University is the St. James Club—opposite the latter the Fraser Institute, a semi-public library. Dorchester Street crosses Beaver Hall Hill and thence continues across Bleury and St. Lawrence to Delorimier Avenue. (See page 62).

Mount Royal Tunnel

The Mount Royal tunnel, constructed for the purpose of an effective entrance to Montreal, (Canadian National Railways) burrows underneath Mount Royal at a depth of about 600 feet below the summit. The tunnel, 3.1 miles in length, runs—with the exception of a curve underneath the grounds of McGill University—in almost a straight line, with practically no grade, and emerges near the new Town of Mount Royal. (See page 49). It is 23.5 feet high by 31 feet wide, with twin tubes. Electric locomotives are used.

The excavations and completion of this tunnel occupied several years, about 400,000 cubic yards of rock and 20,000 cubic yards of earth being removed. The geological structure of the mountain is Trenton limestone and Essexite.

Chaboillez Square From Dominion Square, Windsor Street dips suddenly down towards the lower level of St. James Street. Lagauchetière Street, running for a considerable way east, begins here; and just below Windsor Station, St. Antoine Street is crossed—a street that runs but a little way east to merge with Craig, but which runs westward for many miles through the district of St. Henri.

At the foot of the hill, on St. James Street, is Chaboillez Square, affording a pleasant vista of breweries. At the corner of the Square stands the principal Canadian National Railway station, Bonaventure Station. This large brick structure, the oldest station of the city, was built by the Grand Trunk Railway, now a part of the Canadian National system, and is the starting point for practically all that system's routes out of Montreal.

Sherbrooke Street North of St. Catherine, tied to it by a number of cross streets, is Sherbrooke Street. We can reach it from the Drummond Building by walking up Peel. On the right is the imposing Mount Royal Hotel, the largest hotel in the British Empire, containing almost 1100 rooms. On the left, above Burnside, is the M.A.A.A. Building.

Sherbrooke Street has been called the Fifth Avenue of Canada, but since Fifth Avenue has become—at one end, at least—such a commercial street, that sobriquet is no longer appropriate. For Sherbrooke has kept itself sacred from the incursions of trade. Broad, well-paved, shaded with old trees, it remains the stamping ground of rich citizens. It is an enormously long street, stretching east beyond St. Jean de Dieu and as far west as Montreal West; but unlike nearly all streets that cross St. Lawrence—unlike long streets all over the world—it retains its essential characteristics throughout practically its entire length. It is always aristocratic.

East of St. Lawrence it is just as charming and just as aristocratic as between McGill University and Westmount; even when it tails out through endless suburbs it is bright, prosperous and expensive to live on. Especially in the section mentioned, from McGill to Westmount, and in the cross-streets that climb still higher to Pine Avenue, is Sherbrooke the show street of Montreal. Here live almost the whole contents of the Social Register.

McGill University The entire block between McTavish and University streets, from Sherbrooke back to Pine Avenue, is occupied by McGill University. This celebrated college, now over a hundred years old, is the leading institution of learning in Canada; Canada, indeed, is not the limit of its reputation, for that is almost world-wide. Liberally endowed and assisted by the rich citizens of Montreal, and with a peculiar hold upon the affections of its graduates, McGill is one of the finest advertisements that Montreal has. Its beautiful campus, lined with elm trees, surrounded by clustering buildings, overshadowed by the mountain, is also one of Montreal's show places.*

History In the year 1811 the Hon. James McGill, an opulent merchant of Montreal, bequeathed in trust to "the Royal Institution for the Advancement of Learning in Lower Canada" the valuable estate of Burnside and the sum of ten thousand pounds, for the endowment of a College which should eventually bear his name. The will was for several years contested, but at length was decided in favor of the institution. In 1821 the college was incorporated; in 1828 the corporation obtained full possession of its property, and in 1829 began its work of teaching in two faculties.

For a quarter of a century thereafter the University struggled along uncertainly; until in 1855, with the advent of a new principal, an era of progress and prosperity began. The principal was John William—afterwards Sir William—Dawson. When he came to McGill he found it a feeble little college with about 80 students. He left it with almost 80 professors and lecturers and a thousand students. He was succeeded in 1895 by William Peterson, equally as vigorous a captain of McGill's destinies. Sir Auckland Geddes in 1919, and Sir Arthur Currie in 1920, were successively principals.

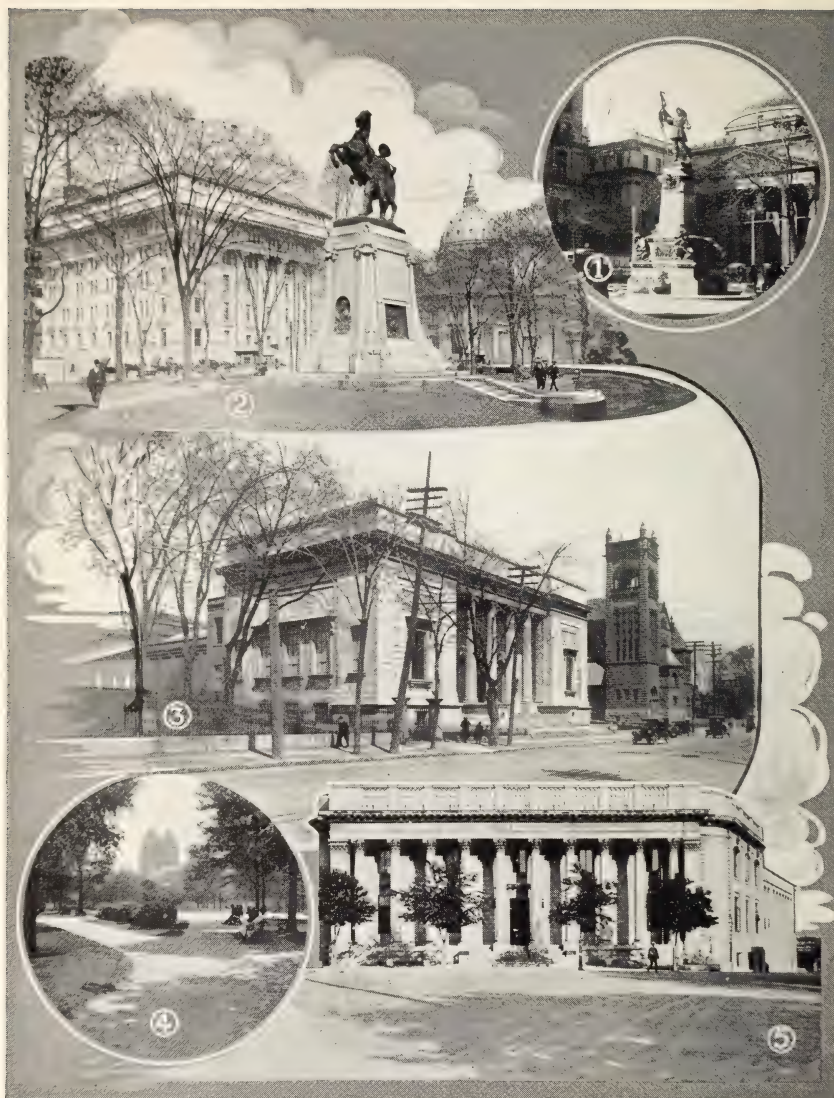
Departments The University comprises eight faculties—Medicine, Arts, Law, Applied Science, Dentistry, a Graduate School, Music, and Agriculture, as well as Departments of Commerce, Physical Education, and Pharmacy. Schools for graduate nurses, Social Science and Household Science are also in operation, as well as a Canadian Officer's Training Course. Degrees are awarded in Arts, Commerce, Science, Architecture, Law, Medicine, Dentistry, Music, and Agriculture. There is no faculty of Theology, for McGill is un-

*For a fuller account of McGill, the reader is recommended to "McGill and Its Story, 1821-1921", by Cyrus MacMillan.



SOME HIGHWAYS OF MONTREAL.

1—Phillips Square. 2—Sherbrooke Street West. 3—St. James Street. 4—Victoria Square. 5—St. Catherine Street West.



MONTREAL—AN ARTISTIC CENTRE.

1—Maisonneuve Statue, Place d'Armes. 2—South African Monument, Dominion Square. 3—The Art Gallery. 4—Dominion Square. 5—The Civic Library.

sectarian; it is affiliated, however, with theological schools of the Presbyterians, Congregationalists, Episcopalians, and Wesleyans. It is affiliated as to numerous courses, also, with Oxford, Cambridge and several Canadian universities.

The University occupies now approximately 700 acres of land, and has about 40 buildings. As one stands on the campus, the semi-colonial building straight ahead is the Centre Building, oldest of the group, containing the administrative offices and the lecture rooms of the faculties of Arts and Law. To the left of it, the building with the Greek facade is the Redpath Museum, which besides the rooms devoted to the collections, contains a large lecture theatre. Its collections in botany, palaeontology, geology, and zoology are very fine and admirably arranged.

To the left again of this building, and facing across the campus, is the University Library, a many-turreted building in renaissance style that houses what can well be called the pride of McGill. The library was founded in 1857 by Peter Redpath, the present building erected in 1893. The general and departmental collections number about 167,000 volumes, besides about 30,000 pamphlets—one of the largest and best libraries in Canada. The reading room is spacious and convenient; and one of the features of this library is its frequent exhibitions of old, rare or topical works.

To the right of the Centre Building are three fine edifices, the gift of Sir William Macdonald—the Macdonald Engineering Building first, the Macdonald Chemistry and Mining Building next, and the Macdonald Physics Building nearest Sherbrooke Street. The first named houses the departments of civil engineering, architecture, transportation and (temporarily) electrical and mechanical engineering. Behind it, towards Pine Avenue, is the Biological Building.

On the corner of Sherbrooke and University is the Conservatorium of Music. The most important concerts take place in the large assembly hall of the Royal Victoria College, but the Conservatorium has a concert hall. On the other side of Sherbrooke Street are the McGill Union (at Victoria) and Strathcona Hall, the students' Y.M.C.A. (at McGill College Avenue).

Further back in the grounds, at the corner of University and Pine Avenue, is the handsome New Medical Building. Its museum is one of the most complete of its kind upon this continent. The dental department

is also situated in this building. Still further east along Pine Avenue is the Percival Molson Stadium, scene of football and other exciting events, and with accommodation for 13,000.

Royal Victoria College On the north side of Sherbrooke Street, just beyond University Street, is the Royal Victoria College. This handsome edifice, opened in 1899, was founded and endowed by Sir Donald A. Smith (Lord Strathcona) at a cost of over a million dollars. As far back as 1870 Dawson had begun to plan for the higher education of women, so that he was able some years later to open the Donalda Department in the Faculty of Arts; the magnificent gift of Lord Strathcona was inspired by the desire to establish an institution that should afford the opportunity of residence and college life to women students of McGill.

The general aim of the college is the higher education of women and to qualify them to take degrees in Arts, including pure science. The courses are parallel to those offered to men in the same subjects.

In front of the College is a statue of Queen Victoria, the work of her daughter, Princess Louise (wife of a one-time Governor General of Canada). Around the corner on University Street are the massive buildings of the High School for Boys and the High School for Girls; next to the former is the Montreal Diocesan College.

Hochelaga One is here—perhaps unknowingly—upon historic ground, for this is the site of the ancient village of Hochelaga. The actual site is assumed, on various deductive evidences, to have been roughly the area now enclosed by Sherbrooke, Burnside, Metcalfe and Mansfield. The village of Hochelaga, which has given its name to a county and many institutions, disappeared from the pages of history during the three-quarters of a century that elapsed between the first and second visits of white men to Montreal.* It reappeared a few years ago, when some excavation work revealed skeletons, specimens of pottery, bones of animals, and remains of food. A tablet was till recently to be seen on the south side of the street, near Metcalfe, thus condensing the deduction:—

“Site of a large Indian village, claimed to be Hochelaga, visited by Jacques Cartier in 1535.”

Cartier describes Hochelaga as circular, encompassed by three separate rows of palisades, well secured and put together. This rude

*See Historical Appendix.

fortification had but a single entrance, guarded with pikes and stakes. The cabins or lodges of the inhabitants, about fifty in number, were constructed in the form of a tunnel, and formed of wood covered with bark. Each house contained several rooms, and the whole were so arranged as to enclose an open court yard. The inhabitants belonged to the Huron tribe, living by agriculture and fishing; Cartier speaks particularly of the large and well-tilled fields of maize. But when Champlain visited Hochelaga in 1611 the village had disappeared. War amongst the tribes had wiped it out for ever, and laid waste its fields.

Sherbrooke Westward from Peel Sherbrooke increases its regal character, but intersperses its massive private houses with churches and other institutions. On the south is the Ritz-Carlton Hotel; on the north, the sedately magnificent Mount Royal Club, Erskine Church, the Art Gallery, and the Church of the Messiah. Sherbrooke crosses Guy and continues as far as Montreal West.

The Art Gallery Montreal likes to consider itself as an artistic and musical city rather than as a literary one; and as regards art, it certainly possesses not only some of the leading Canadian painters but also some of the most generous patrons of both modern and old masters. But actually it is in an anomalous position, because most of the collections are private and because the only quasi-public collection is also really private. For that matter, Canada itself is in very much the same position: the National Gallery at Ottawa is the only collection sponsored and supported by public funds, and the Royal Canadian Academy—which represents the highest achievements in contemporary art—has no permanent home, but holds its exhibitions in buildings in various cities loaned for that purpose.

The public gallery referred to is the Art Gallery (corner of Sherbrooke and Ontario) which is owned by a private association of public-spirited subscribers, the Art Association. Its permanent collection consists of works donated mostly by Montreal citizens, or loaned for indefinite periods. Loan exhibits of other paintings are made from time to time. Of other shows, the most important are the Royal Canadian Academy exhibition, held every alternate year in Montreal, usually in November, and the Spring Show, held usually in March.

The permanent collection, amounting to about 350 works, is distributed chiefly amongst the modern or recent Dutch and French schools,

including in the former a number of paintings by Israels, the Maris brothers, Mauve, and Weissenbruch, and in the latter by Corot, Daubigny and Monet. There are a fair number of older English painters, both portrait and landscape, some old Dutch and Italian schools, and some modern Americans. Works by Canadian artists amount to not much more than 10 per cent. of the total, including some distinguished Montreal painters such as William Brymner and Maurice Cullen. A catalogue of this collection can be purchased in the gallery.

The building externally is a striking one. Built of marble in the Greek style, it has a portico supported by four fine Ionic columns, with bas-reliefs over the windows. The entrance hall and staircase is similarly imposing; the permanent collection is principally upon the second floor. In the lower rooms are also some Oriental and other curios and pottery and a museum of Canadian handicrafts. On the top floor are the schools of the Art Association.

DOWNTOWN MONTREAL

Downtown Montreal, embracing the financial and wholesale district, centres around the Place d'Armes, and in so doing touches ancient Montreal. At no other point in the city do so many interests meet. English, French, business, history, religion—sky scrapers and hovels—the very oldest buildings, weathered with age, cheek by jowl with the very newest buildings, going up with the clamor of steel-rivetters—this is “downtown”, at whose crossroads stands this small, rather magnificent square.

Although the square seems to have been used as a public Place d'Armes place since the earliest days of the French regime, the name “Place d'Armes” appears first in history in an official report dated 1717. In 1836 it was purchased by the city from the St. Sulpice Seminary.

In the centre of the square stands the Maisonneuve monument, one of the most noteworthy statues in the whole city. The sculptor was the late Philippe Hebert, a French-Canadian, whose work adorns not only Montreal but many other cities of Canada. The statue—of bronze, with a granite pedestal—represents Maisonneuve taking possession of the Island of Montreal. His right hand holds aloft the fleur-de-lys banner, his left rests on the hilt of his sword. His face is shaded by a plumed hat.

At the angles of the pedestal four persons sit: Jeanne Mance, foundress of the Hotel Dieu, represented dressing an Indian child's wounded arm; Lambert Closse, Maisonneuve's companion, with a dog; LeMoyne, type of French colonist; and an Iroquois Indian. The pedestal has upon its sides four bas-reliefs, representing the foundation of the company of Montreal; the first mass at Point Calliere; Maisonneuve killing an Indian chief; and the death of Dollard at the Long Sault.*

At the base of the statue is a fountain.

A Financial Centre

To the south of the square is Notre Dame and the Seminary of St. Sulpice: on the east are the Duluth,† Banque Provinciale, Montreal Trust and Banque Nationale buildings; on the west are the Hochelaga Bank and Royal

*See page 63.

†On this spot in 1675 lived Sieur DuRoi, the famous explorer of the Mississippi.

Insurance Building; and on the north the Bank of Montreal and the Royal Trust Building. The Bank of Montreal—the head office of that famous financial institution, founded in 1817—is a fine structure built along Corinthian lines, with a classic purity of line that is worthy of more than passing mention. The arms of the bank, with the civic motto “Concordia Salus”, form the centre of a sculptured group in the pediment. The building is just as noteworthy inside, with massive pillars supporting a lofty roof.

The Royal Trust Building, a handsome structure of white granite, marks the spot where the founders of Ville Marie first encountered (in 1644) the Iroquois, whom they defeated, Maisonneuve killing the chief with his own hands. A tablet upon the facade commemorates this, and another the fact that the building is erected upon part of the original concession to Urbain Tessier “dit Lavigne”, who obtained the second grant made to an individual on the Island of Montreal.

Notre Dame and its material progress, for a church has existed upon practically the same site since the city's foundation. A chapel of bark was built in the fort at Pointe-a-Calliere, in 1642, under the name of Notre Dame. A frame building replaced it in 1643, succeeded in 1654 by another adjoining the Hotel Dieu. In 1672 a more substantial building was erected at about the spot where the Maisonneuve statue stands to-day, in the middle of Notre Dame Street, which it divided into two nearly equal parts. The belfry, Newton Bosworth reports in “Hochelaga Depicta”, stood in the square as late as 1839. The present building was begun in 1824, and was so far completed as to admit being opened for worship in 1829. The architect was James O'Donnell, who is buried in the church.

The Exterior It cannot be said for Notre Dame that its exterior is anything but plain. Impressive it certainly is—the most notable building in Montreal; but it is not beautiful. The church is a convincing example of the severity of the architectural style known as the perpendicular Gothic; it is symmetrical but stiff, and rather resembles one of those cardboard Strasbourg Cathedrals that were used, a generation ago, to hold pins. Nor can one escape the feeling that the facade suffers from too many and too regular arches, or that they would look better if the statues which they enclose jutted out beyond the front of the building instead of being all recessed.

The church faces the Place d'Armes. On either side of it rises a tower, of exactly similar design and each 227 feet high; between them is a parapet topped by battlements like a fortress. The portal is formed by an arcade of three arches between the towers; over it is another of the same form, the arches this time being niches for statues of the Virgin, St. Joseph and St. John the Baptist.

In the west tower is the great bell "Le Gros Bourdon", weighing over twelve tons and said to be the largest bell in America. It is seldom used, and then only for important occasions. In the east tower is a peal of ten large bells.

Not so much for its exterior as for its interior is Notre Dame one of the most impressive monuments in America of the Roman Catholic faith. It was built to seat ten thousand; actually, when all pews are occupied, it will accommodate closer to fifteen thousand. The great nave, including the chancel, is 220 feet long, nearly 80 feet high and 69 feet wide excluding the lower sides, each 25 feet. Above are two huge tiers of galleries.

Upon the interior the wealth of the Sulpicians has been freely spent. The high altar is a majestic piece of work, with many statues, bas-reliefs and wood-carvings. Especially to be noted are the large carved groups above the altar, tracing the history of the sacrifice of Christ from Abraham's sacrifice of Isaac. Another very remarkable feature is the carved and aerial pulpit. Surrounding the body of the church are eight chapels, each with some peculiar beauty or legend. The ornamentation, statuary, windows and pictures are characterized by a richness and a profusion that evidence the affectionate hold Notre Dame has upon the French-Canadian. The organ, built by Casavant, is the largest in Canada.

A little guide book can be purchased inside the church for a nominal sum, and in both French and English, giving detailed description of the interior.

In the apse is the Chapel of Our Lady of the Sacred Heart, a newer structure of great beauty that well merits a visit. Its principal interest to the visitor are its pictures, particularly the historical ones by St. Charles of episodes in the early days of Montreal.

Immediately adjoining Notre Dame, behind a high, thick wall with a beautiful lych-gate and with an ancient clock, stands the ancient Seminary of St. Sulpice, erected in 1710—the rather dour-looking administrative

headquarters of this famous Order. Not only is it famous for the piety and excellence of its members; it is also one of the largest land-owners in Montreal, and one of the wealthiest corporations in Canada. To explain its peculiar relationship to the religious and economic life of Montreal a little excursion into history is necessary.

Before Maisonneuve reached Montreal, the island had been the object of certain political dickering in France. The Company of One Hundred Associates had received it *carte blanche* with their other privileges,* but had conceded it to de Lauzon, who in turn transferred it in 1640 to de la Dauversière, a receiver of taxes in Brittany. That gentleman had previously conceived, jointly with Abbe Olier, the founder of the Sulpician order in France, the project of founding a mission in the Canadian wilderness; obtaining the aid of some wealthy and noble persons, they founded the "Compagnie de Notre Dame de Montreal". Maisonneuve was chosen to be the leader of the expedition.

Owners of the Island How he fared is written elsewhere. In 1657 some Sulpicians arrived to found a branch of the order in Canada. At first their activities were limited to spiritual matters; but by this time the remnants of the "Compagnie" had become so reduced in both purse and zeal that they begged the priests to take the charge off their hands. In 1663, therefore, the Seminary effected this transfer, receiving the title-deeds to the Island in exchange for the provision of spiritual and educational facilities. Thus began their ascendancy in the religious life of the young community. In the eighteenth century the size of the membership decreased very considerably, for few new priests came out from France and there were few Canadians yet to be trained; in 1793 the membership dwindled to two.

But with the opening of the next century the order renewed its energy, until now it is probably the most powerful factor of Montreal's spiritual life. The English governor had, in 1764, declared its title deeds to the island void, but in 1839 the British Government ratified them.

The Genius of Montreal It must not be assumed from this brief summary that though the Sulpicians have remarkable "temporal power" they have abused it. On the contrary, at all times during their history they have had the interest of their charge deeply at heart. To them are due the foundation of Ville Marie and the

* See Historical Section.

greatness and prosperity of Montreal. To the striking personal qualities of some of their earlier superiors were due some remarkable achievements. They built the Fort de la Montagne as a fortified Indian mission (see page 51); they deepened the "Little River" (St. Pierre) which fell into the St. Lawrence, and attempted to build a canal that would overcome the Lachine Rapids. Although most of their work was limited to the immediate vicinity, they sent out several explorers and missionaries, amongst whom were Dollier de Casson and Galinée.

The business offices, archives, and the quarters of the officiating clergy are still in this building; but the chief home of the order is the Montreal College, on Sherbrooke Street. The priests are in charge of Notre Dame and St. James parishes, and of the Indian mission at Oka. They conduct also the Seminaries of Theology and Philosophy and the Canadian College at Rome, and have the spiritual direction of the Sisters of the Congregation of Notre Dame, the Grey Nunnery and the Hotel Dieu. Their library is situated on St. Denis Street.

If Sherbrooke Street is the Fifth Avenue of Canada, **St. James Street** is surely its Wall Street. In and adjacent to its narrow "canyon"—so narrow that police regulations restrict its traffic to one direction only—are the great banks and financial corporations that play so vital a part in Montreal's domestic and foreign trade. The huge and palatial buildings that house these institutions have driven others uptown. St. James used to be a residential street, and had as a consequence several stores of the kind that minister to the household needs. A few smart haberdashers that cater to the rich bankers and dashing stockbrokers—a few cigar-stores that sell those expensive brands of cigars and cigarettes that financiers crave—these are practically all that linger on, and still the marble banks crowd them out, or grow higher and shut out the remaining sunlight.

Turning into St. James Street at the north-west corner of Place d'Armes, the first important building is the Post Office, immediately adjoining the Bank of Montréal—a building in the renaissance style. Amongst the more notable of the various buildings of the street are the Canadian Bank of Commerce, with a massive pillared front; the Bank of British North America (now merged with the Bank of Montreal), whose pillars support a handsome pediment; the Royal Bank, with a monumental portico over which are some gigantic statues; the Dominion Express Building, the Transportation Building, and the Bank of Nova

Scotia. The offices of Montreal's two largest newspapers, the *Star* and *La Presse*, are upon this street. On St. Francois Xavier Street, crossing both St. James and Notre Dame Streets, is the severely plain Stock Exchange.

Victoria Square Victoria Square is one of the "nerve centres" to which reference has already been made. It runs from St. James back to Craig Street, with a fairly considerable width; and with McGill Street coming in at one side and Beaver Hall Hill at the other it is ravelled around with a maze of street-car lines that will take you anywhere in the city. The Square is not particularly picturesque except for the rather striking view of Beaver Hall Hill; in the centre is a bronze statue of Queen Victoria, by Marshall Wood, depicting the queen as a young woman.

Beyond the square St. James Street changes its character abruptly, and ceases to be a financial street. It runs westward for a long distance, with no particular attractiveness.

Beaver Hall Hill From Victoria Square, Beaver Hall Hill climbs towards the upper level of "uptown". From the square it affords a vista of steepness, mountain, and disused churches. One of these vacant churches is St. Andrew's, with a spire second only to that of Christ Church for beauty and graceful proportion; the other is the former Unitarian Church. The latter, which moved away to Sherbrooke Street in 1905, stands on the site of "Beaver Hall"—the mansion of Joseph Frobisher, one of the founders of the North-West Company.

The Beaver Club Montreal has already, under the French regime, become a centre of the fur-trade; after the English conquest it became practically the principal centre of America. To it flocked sturdy English and Scottish traders, bringing their Presbyterian Churches with them. The first Frobisher came about 1765, the three McGill brothers about 1774. In 1783 some of these merchants organized the famous North-West Company, whose operations quickly extended over the whole of the western continent, beyond even the Rockies. These far-visioned men thought nothing of engaging explorers as well as traders, and much of the early exploration of the west is due to their search for sources of fur-supply.

They had competitors, of course. Amongst others they had the short-lived XY Company and John Jacob Astor. They even had a club,

forerunner of the Rotary and Kiwanis Clubs of to-day. The "Beaver Club" met every fortnight from the first Wednesday in December until April; the principal qualification was actually to have lived in the woods. The North-West Company finally amalgamated with the Hudson Bay Company in 1821.

Still climbing Beaver Hall Hill we cross Dorchester Street. A little to the east, at the corner of St. Alexander is St. Patrick's Church, a beautiful specimen of Gothic architecture closely identified with the English-speaking Catholics of Montreal and particularly with the Irish. The interior, very richly decorated, contains some beautiful stained-glass windows. One of them shows St. Patrick driving the snakes out of Ireland; the snakes are diving off the cliffs most realistically.

Also on St. Alexander Street is the Sacred Heart Convent. This order, founded in Paris in 1800, came to Canada in 1842, at St. Jacques de l'Achigan. They have another convent at Sault au Recollet.

A group of fine old houses surrounds Beaver Hall Square, from which streets lead to the larger Phillips Square and St. Catherine Street.

Immediately to the north of St. James Street, paralleling **Craig Street** both it and Notre Dame Street, is Craig Street, virtually a continuation (by reason of the sudden change of name that so many Montreal streets experience) of St. Antoine. At some not very remote date it was probably the course of a river, or ditch, for it lies considerably below the level of St. James, and is reached by a series of short streets that descend to it fairly steeply. It is a rather shabby street, the haunt of the old clothes dealer who hangs out his wares over his door. A number of important north-going streets start either from it or from Notre Dame, including Beaver Hall Hill, Bleury, St. Lawrence, St. Denis, Amherst, and Delorimier.

Travelling eastward, we pass the Champ de Mars, at the back of the Law Courts and City Hall. This historic square, reached by a flight of stairs from Craig Street and surrounded by a wall, was originally a small field that later was levelled and extended for military purposes. During the years of the British garrison it was used as a military parade. Occasionally parades, processions and political events utilize it now. The old city walls ran parallel with Notre Dame Street through the middle of the Square.

Facing the Court House, on Craig Street, is the large Drill Hall.

Where St. Denis Street meets Craig Street, a little beyond, **Place Viger** is a delightful leafy square, the Place Viger, named in honor of Jacques Viger, first mayor of Montreal (1832). On the south side is the charming Place Viger Hotel, and behind it the Place Viger Station. On the north side are the large and imposing buildings of L'Ecole des Hautes Etudes Commerciales, which gives a training particularly adapted to the budding business man. On the western side is a statue to Dr. Chenier, one of the "Patriotes" of the 1837 Rebellion.* A little higher up is the now disused Trinity Church, an old building with many memories.

Bleury is another street that suddenly changes its name. **Bleury Street** From lowly beginnings at Craig Street, it climbs the hill to St. Catherine and Sherbrooke, and at the latter becomes Park Avenue. Near St. Catherine, on the west side, is the Church of the Gesu, externally a rather dingy building, but internally rather beautiful. The church is well-known for its excellent singing. Adjoining it is the St. Mary's College for boys, with a famous library of historical documents. The Jesuits have another college in Montreal, Loyola College, which has now removed to the western end of Sherbrooke Street, in Notre Dame de Grace.

The Jesuits were amongst the first missionaries to Montreal. They preceded the Sulpicians, and it was a Jesuit Father who landed with Maisonneuve in 1642. Although obliged, after the arrival of the Sulpicians, to go elsewhere, they secured permanent quarters in Montreal in 1692, by purchasing the land where now stands the City Hall.

Coming back to the Place d'Armes, there is Notre **Notre Dame Street** Dame Street still to explore; it stretches in either direction for an enormous distance. A short walk eastward brings us to the Court House and the City Hall. The Court House, surmounted by a large dome and with a many-pillared facade, is the venue of the principal courts of the district of Montreal. The casual visitor usually experiences some surprise at the elaborate costumes of the judges and officials and the predominance of French in the conduct of cases. The Province of Quebec has a rather different system of laws

*The rebellion of 1837—Papineau's Rebellion—is an almost forgotten incident of history. Suffice it to say that "the Sons of Liberty" were unsuccessful in their attempt to start a revolution, and were fairly leniently treated. The actions between the rebels and the authorities took place principally on the Richelieu River and at St. Eustache, on the Ottawa River. Dr. Chenier, one of the leaders, was killed near St. Eustache. A smaller rebellion took place the following year.

from any other province, based upon eighteenth-century French jurisprudence upon which has been grafted certain elements of English common law—which is somewhat interesting to the legal visitor, exasperating to the unsuspecting litigant, and romantic to the visitor.

The City Hall, immediately to the east, was destroyed by fire in 1922, but is rapidly being reconstructed upon the same walls and on substantially the same pattern.

It is of a type so often seen in large buildings in the province of Quebec as to suggest a French-Canadian architecture, the principal characteristic of which are steep square roofs and high windows. When this is written (December, 1923) the city affairs were housed in the City Hall Annex, in which also are the Police and Recorder's Court. Those wanting a little amusement of the morbid kind should seek the entrance to this court at the hour of the afternoon when the "Black Maria" makes its daily trip out to Bordeaux Jail with its cargo of prisoners—for this rather sinister vehicle in this case is a special street-car.

Montreal, as befits a bi-lingual metropolis, has a bi-lingual city council and administration, with French predominating.

VILLE MARIE

Ville Marie is really the southern part of "downtown", for it consists, principally, of the great wholesale district of Montreal; but this quaint section, with its narrow, twisting streets and its ancient buildings, lying between Notre Dame Street and the river, deserves really a special heading to itself. This was where Maisonneuve and his brave band built their first rude houses. "Ville Marie" was the name they gave it, and "Ville Marie" part of it still remains as a city ward. With it are associated some of the most stirring memories of Montreal.

Early Town Planning The streets of Montreal were first laid out in 1672, by Dollier de Casson, representing the Seminary. The boundaries, which a few years later were emphasized by wooden palisades, enclosed an area extending from about McGill Street on the west to Jacques Cartier Square, and from a little below St. Paul Street to about St. James Street. To certain streets names were given at that time, notably Notre Dame, St. Sulpice (first called St. Joseph), St. James, St. Peter and St. Francois Xavier. Notre Dame was the largest street, being 30 feet wide; the others were about 18 feet. That same width Notre Dame practically still is, so narrow that for part of its length it is a "one-way" street for traffic. A stout windmill, known to our day as "Windmill Point", served as a redoubt to the westward.

Until about the last sixty or seventy years, Ville Marie was still the heart of Montreal. As late as the forties and fifties of last century the city retained much of its mediaeval shape and atmosphere. St. Vincent or St. Amable Streets will suggest a vivid impression of the narrow streets and sombre appearance of Montreal then. No one lived above Beaver Hall Hill. Phillips Square was a farm—St. Catherine Street a country lane. On Fletcher's Field good hunting was to be obtained. Lagauchetiere and St. Antoine Streets comprised the aristocratic sections—and now, following the usual ingratitude of great cities, those streets are scarcely better than slums.

Historic Tablets The earnest enquirer for old Montreal will find his path lighted by beacons in the form of tablets erected on historic buildings and sites by the Numismatic and

Antiquarian Society. Some of them, it is true, are aged and smoke-hued, some are defaced; but nevertheless they are there, and to discover one unexpectedly, to find that this dingy old building housed La Salle or stood where Jeanne Mance's hospital stood, is like meeting history face to face.

With Notre Dame Street we have already partially dealt; so we will dive down St. Sulpice, alongside Notre Dame, towards the river. Let it be incidentally said that these streets with the saints' names afford villainous walking for the daintily shod, for they are really all paved with cobbles, and an hour of them is about enough for the average. Straight ahead is Commissioners Street, with its docks and giant elevators; but here, first of all, at the corner of St. Paul, are two tablets. One, in French, marks the site of the first parish church of Montreal, founded in 1656; the other, in both French and English, marks the site of part of property deeded to Jeanne Mance for the establishment of the Hotel Dieu, where as a matter of fact it remained until 1861.

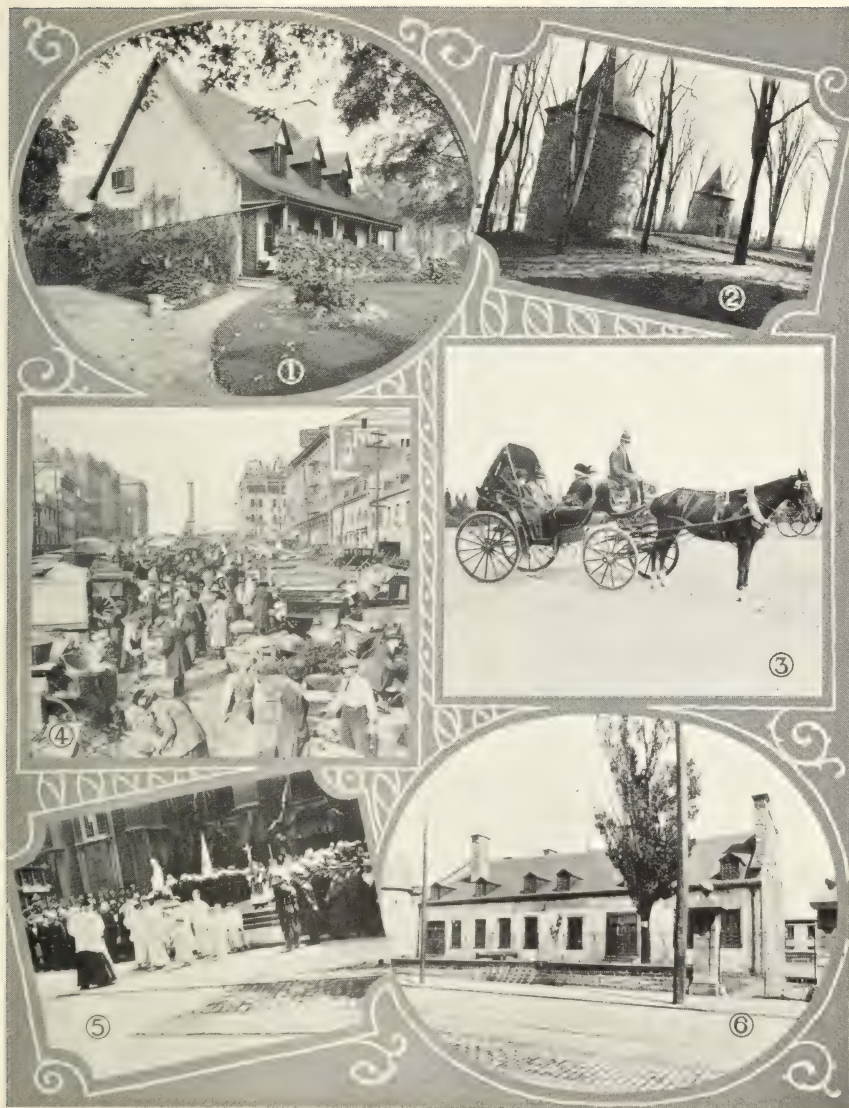
Turning west on St. Paul Street, we pass St. Gabriel Street, which has some very old houses, and enter Jacques Cartier Square. This is the scene, on Tuesdays and Fridays, of one of the quaintest of gatherings—an open-air market to which flock in the farmers from all sorts of obscure suburbs. The upper part of the Square was in early times the Place des Jesuites. At the upper end is the Nelson Column. At the lower end is St. Amable, a very narrow and very old street where until recently was a house said to have been the oldest saloon in Canada—for over 200 years, to be exact.*

Farther along St. Paul Street is the great Bonsecours Market, the principal market of the city—a massive building surmounted by a well proportioned dome. The upper story was formerly the City Hall. A visit to this market, especially just before a holiday such as Christmas or Easter, is highly interesting.

Notre Dame de Bonsecours, historically the most interesting church of Montreal except Notre Dame itself, is also one of the most striking. Towering above the dock, with its spire and odd-shaped turrets, one of which is crowned by a huge statue of the Virgin, it is particularly the

*Dr. W. H. Atherton.

For map, see page 31.



OLDER MONTREAL.

1—House of La Salle, Lachine. 2—“Fort de la Montagne”. 3—Peculiar to Montreal—The Hack. 4—Open Air Market, Jacques Cartier Square. 5—Procession of the Corpus Christi. 6—Chateau de Ramezay.



A CITY OF CHURCHES.

1—Christ Church Cathedral. 2—Notre Dame. 3—Notre Dame de Bonsecours. 4—St. Joseph's Oratory. 5—St. James' Cathedral. 6—St. James' Methodist Church.

sailors' church. To the usual features of a church it adds an aerial chapel underneath the statue mentioned, reached by a winding staircase which praying pilgrims ascend on their knees step by step, continuously, and ornamented by framed "thanks" to the Virgin and saints for favors received.

A rough wooden hut was erected here in 1657, on land given by Maisonneuve, who is said to have felled the trees. The church was built by order of Marguerite Bourgeoys, who established the Congregation of Notre Dame.* After a visit to France, she returned with this image, said to have miraculous powers, and in 1675 built a new church. The present structure was built in 1771 on the stone foundations of the previous one. Until recent years it was a fine specimen of an old French provincial church, but has suffered from the zeal of the restoration fiend.

From here we can take Bonsecours Street up to Notre Dame. Just east is the Notre Dame Hospital, soon to be superseded by the magnificent structure of the same name facing Lafontaine Park.

Turning westward, almost opposite the City Hall
Chateau de Ramezay is a long, low, and substantially erected building of ancient appearance, situated behind an old-fashioned stone fence. This is the Chateau de Ramezay, whose rather cottage-like exterior and somewhat dreary-looking interior disguise some of Montreal's most sparkling history. Amongst other vicissitudes it was the headquarters, successively, of French, British and American administrations. A tablet upon the front wall briefly enunciates these. Here we can elaborate upon them.

The Chateau was built about 1705 by Claude de Ramezay, Governor of Montreal, and occupied by him as his official residence for many years. In 1745, some time after his death, it became the property of La Compagnie des Indes, and for a number of years thereafter was the headquarters of this fur-trading company. After the British conquest it was leased to the new government as the residence of the Governors.

When the American revolutionary army occupied Montreal in 1775† the Chateau was the headquarters of General Montgomery. From it he issued a manifesto to the Canadian people, urging them to cast off their allegiance to Great Britain. With him were associated three American commissioners, Benjamin Franklin, Samuel Chase, and Charles Carroll. Franklin, realizing even at that date the value of propaganda, brought

*See page 52.

†See Historic Appendix.

with him a printing press and started a newspaper, edited by one Fleury Meslet and named "The Gazette". The propaganda was unsuccessful, for the Canadians remained loyal and the Americans were driven out the next year by British reinforcements; but the newspaper lived on, perpetuated in the great morning journal which still bears its name—the third oldest newspaper of the continent.

During the years that Montreal was the political capital of the united provinces of Upper and Lower Canada (1844-49), the Chateau was used for departmental offices. After that it was used as a court house, and later as the first branch of Laval University. After other vicissitudes it was purchased by the city in 1893. The Numismatic and Antiquarian Society—which has caused to be erected the many excellent commemorative tablets on historic sites and buildings throughout the city—now have charge of it.

It contains a large collection of old prints, pictures, coins, autographs, weapons and other curios, most of them related to Canadian history. Admission is free, but to get the true atmosphere it is just as well to engage the voluble attendant to give his lecture; besides which, a catalogue can be bought. The old council-chamber, the kitchen, the massive vaults, and the library should be seen, too.

The Nelson Monument Leaving the Chateau and travelling westward along Notre Dame we pass the top of Jacques Cartier Square. The conspicuous object in it is the Nelson Monument. The monument, of grey limestone, was erected in 1809 by subscriptions from the English and French citizens. From the top of a pedestal rises a circular shaft some 50 feet in height, surmounted by a statue (by Mitchell) of the hero of Trafalgar, dressed in full uniform, his only remaining arm resting "elegantly"—to quote a writer of 1830—upon broken rigging. On panels on the pedestal are sculptured incidents in the life of Nelson, with an appropriate explanatory tablet. Because Montreal has a Nelson Monument, it celebrates the anniversary of Trafalgar Day with something of the elaboration that attends the ceremonies around the original Nelson Monument in London.

Hubert Lacroix House Still travelling westward, traversing the Syrian quarter of Montreal, we can pause at St. Gabriel and walk down the little square ended by Le Royer Street. At the southeast corner is a very old house, known

as the Hubert Lacroix House. This house, said to be the residence of a rich merchant of that name who flourished about the end of the seventeenth century, is now used as part of the office building behind it. On the right of its great shuttered gateway may still be seen the little iron-doored, iron-windowed office where business was carried on, and overhead the large vaulted chamber where stores and furs were kept.*

We cross Place d'Armes again, and travel westward towards McGill. At the corner of St. Peter and Notre Dame is another tablet, marking the site of the "Forretier House". During the winter of 1775, when Montreal was in the possession of the American Revolutionists, General Montgomery and his officers lived in this house.

The Recollet fathers were the first missionaries to reach Montreal—in 1615, to wit. Some three-quarters of a century later they established a monastery, which gave its name to the whole quarter and to a gate in the old city palisades. At the corner of St. Helen and Notre Dame a tablet records that "Here stood until 1866 the Church and Monastery of the Recollet Fathers, erected 1692, in which also worshipped the Anglicans from 1764 to 1789 and the Presbyterians from 1791 to 1792." From 1830 to 1847 it passed through its last phase by serving as the parish church of the Irish Catholics.

Where McGill crosses Notre Dame a tablet on a shop front marks the site of the Recollets Gate. "By this gate", it says, "General Amherst took possession, 8th September, 1760". Amherst was the English commander to whom the French capitulated at Montreal after the defeat by Wolfe at Quebec the previous year. A suggestion of almost unknown history is conveyed in the second phrase of the tablet: "General Hull, U. S. Army, 25 officers, 350 men, entered prisoners of war, 10th September, 1812".

Turning round into McGill Street towards the river, there is seen on the east the Shaughnessy Building, of sinister import—it is the Income Tax headquarters—and on the west the the North-West Company and the other famous organizations which in capacious head office of the Canadian National Railways. At St. Paul Street we turn east again; and one thing may be noticed, that although the early days of the nineteenth century made Montreal the greatest fur-

*Dr. Atherton, however, is sceptical about Lacroix, who was, he claims, a tailor. Probably, he says, the house was built at about the same period as the Chateau de Ramezay, on the site of the original concession to Lacroix. The interior, although exceedingly interesting, was probably arranged at a later date.

market of America no longer exist, St. Paul is still the centre of the fur-trade.

A rather virile note is struck by a tablet at the corner of St. Paul and St. Peter. It records that "Here lived Rene Robert Cavelier, Sieur de la Salle, 1668". The figure of La Salle, intrepid, restless, chivalrous, strikes across the history of the North American continent like a shaft of light. A tragic figure, perhaps, full of strange whims, impatient of restraint, and doomed to an ignoble death at the hands of a murderer; but he penetrated into fastnesses where white men had never been before, he widened the boundaries of New France until they embraced almost a continent, and he discovered the Mississippi. He was a fit team-mate for his supporter and friend, the fiery-tempered, clever Count Frontenac, Governor of New France.

A block north of St. Paul, facing St. Sacrament, is the large Board of Trade Building.

Youville Square Youville Square, a few steps south of St. Paul, should be almost a sacred spot, for it was here that *Maison-neuve* landed in 1642. An obelisk commemorates the names of the members of the *Compagnie de Notre Dame de Montreal** and those of the colonists who accompanied the brave soldier; on one face is a quotation from Father Vimont, the Jesuit priest who accompanied the expedition. "You are a grain of mustard seed", he said, "that shall rise and grow till its branches overshadow the earth. You are few, but your work is the work of God."

At the corner of Youville and Port is another tablet, marking the site of the Chateau of Louis Hector de Callieres, governor of Montreal from 1684 and later of New France. He it was who terminated the terrible fourteen-year Iroquois War by treaty at Montreal in 1701.

Place Royale When Champlain landed at Montreal in 1611, he selected a site for a city and called it La Place Royale. That name still clings to a little square between St. Paul and Commissioners, in the middle of which is the "Old Custom House", now used for other purposes. To the Dominion Government office, a few steps away, are affixed two tablets, both of them unfortunately obliterated. One says: "This site was selected and named in 1611 La Place Royale, by Samuel de Champlain, the Founder of Canada", and the other records that "Near this spot, on the 18th day of May, 1642, landed the Founders

*See Historic Section.

of Montreal, commanded by Paul de Chomedey, Sieur de Maisonneuve: Their first proceeding was a religious service”.

Champlain selected this site for a post to trade with the Indians as they descended from the Ottawa River. It was on a small stream which formerly entered the St. Lawrence. He had it cleared for building, and explored the surrounding country with great thoroughness; but the proposed settlement did not actually mature until thirty years later, when Maisonneuve (as is recorded in our historical section) established Ville Marie.

In front of the Customs House is a statue by Hebert to the Hon. John Young, to whose energy and foresight Montreal owes not a little of its importance in the shipping world. The site of the warehouse of Frothingham and Workman, on the north side of Place Royale, was the site of the first manor house in Montreal, built in 1661, the Seminary of St. Sulpice until 1712, and the residence of Maisonneuve. Next door is a little old house where lived the Sieur de la Corne et St. Luc, who died in 1817, and who was a famous negotiator with the Indians.

St. Helen's Island This round little island, lying about a mile off the harbor, is another city park, and can be reached by ferry from Victoria Pier (about every half hour).

It is a popular picnic-ground, particularly in the dog days, and offers various amusements in the shape of calliopes and other midway attractions, as well as shady walks and swimming baths. Almost adjoining it is Ile Ronde, a much smaller island.

The island has a history all its own. It was acquired by Champlain in 1611, with part of his wife's dowry, and named by him after her. He thought it could be fortified, as indeed, it later was, for in 1688 Vaudreuil, the Governor, erected barracks as a defence against the Iroquois. In 1760, when the French army which had been defeated at Quebec retreated to Montreal and made their last stand, it was to this island that the brave Commander, the Marquis de Levis, withdrew and burnt his flags before surrendering to the English. This episode is the theme of a poem by the French-Canadian writer, Louis Frechette. Previous to this the island had been acquired by the Barons of Longueuil, the ruins of whose residence are still to be seen; in 1818 it was purchased by the Government, fortified and garrisoned.

In a little enclosure are the graves of some soldiers.

MOUNT ROYAL

Not every city has a mountain. All the more reason, therefore, why Montreal is proud of Mount Royal. You cannot escape it; it greets you when you arrive, and it seems somehow to be at the end of every street. To use an overworked word, it dominates Montreal, and one day, tired of merely looking at it, you will ascend it—which recalls the slogan of “Eventually—why not Now?”

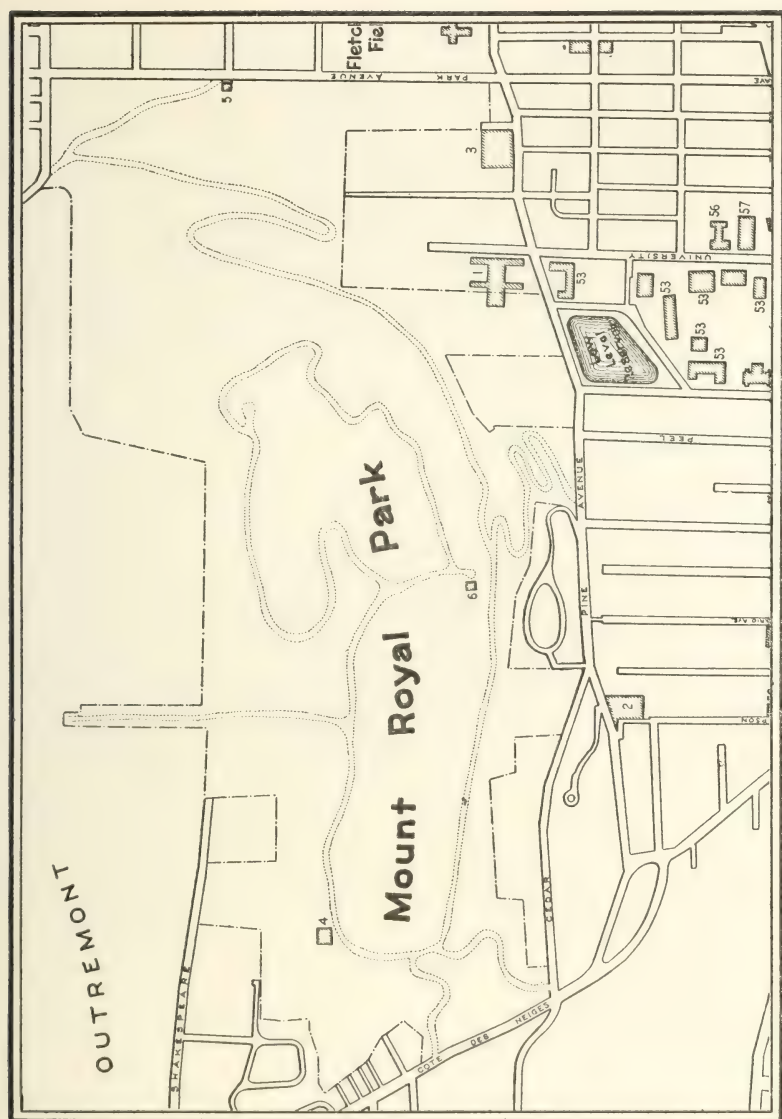
As a “mountain” Mount Royal is a failure, for it is only 763 feet above sea-level—650 feet higher than Dominion Square and 29 feet less than the height of the Woolworth Building in New York. But as a landmark and a beauty spot it is superb. It comprises an area of 478 acres, dedicated as a park since 1860, preserving still, notwithstanding landscape gardening effects, an atmosphere of more or less wild nature. It has thousands of beautiful trees—including many silver birches—grassy banks, shady bowers and a luxurious undergrowth, intersected by roads, footpaths, and bridle paths. In shape it is a long “hog’s back”, culminating rather abruptly at its eastern side.

The mountain consists of two distinct hills, between which passes the Cote des Neiges Road, formerly one of the chief avenues into the city. Its slopes are wooded almost to the summit. Writing in 1839 Newton Bosworth recorded that towards the base the forest-trees had been succeeded by orchards, producing apples, pears, and plums. “Although the fruit of the Island is universally excellent”, he said, “all other parts of it yield to the vicinity of the mountain in the luxuriance of the orchards and the deliciousness of the fruits they produce.” The orchards have gone these many years!

Mount Royal is one of a range of eight isolated hills which during recent years has been given the name of the Monteregian Range. The others are St. Bruno, St. Hilaire (or Beloeil), Rougemont, Johnson, Yamaska, Shefford and Brome, varying in height from 560 to 1,600 feet above sea-level. They are all extinct volcanoes.

Sherbrooke Street on the south, Park Avenue on the east, and St. Catherine Road on the north, really confine the mountain. To the west it descends slowly through Westmount. On all sides roads skirt its

Hints on Mountaineering



MOUNT ROYAL AND VICINITY.

Royal Victoria Hospital	1	Look-Out Point	6
Trafalgar Institute	2	McGill University	53
Percival Molson Stadium (McGill)	3	Diocesan Theological College	56
Park Toboggan Slide	4	High School	57
Sir George Etienne Cartier Monument.	5		

slopes to the park limits: notably Pine Avenue, paralleling Sherbrooke Street.

The ascent of the mountain may be made in several ways. The pedestrian can, of course, follow any of the drives, but for him there is the direct approach up either Peel or Drummond Streets and thence, after a scramble from Pine Avenue up to Cedar Avenue, by the stairs—a test, incidentally, of his lung power. The writer has never personally counted these stairs, but there must be hundreds of them. Another route is by street car, taking the Guy Street line and alighting on Cote des Neiges Road at Westmount Avenue; here a footpath leads to the summit. Until recent years there was an “ascenseur” on the east side, from Fletcher’s Field, but that has now been removed.

The most delightful method, however, is to drive up. Automobiles, it should be noted, are not allowed in the park—which gives excuse to engage one of the unique “hacks” that wait at the cab stands of the city. Especially is this delightful in winter, when the hacks are converted into sleighs. The usual route is up Park Avenue, as far as the Cartier monument, thence in a long series of zig-zags back to the south slope, above Pine Avenue, and so in a long curve round to the summit. The descent is usually made through Mount Royal Cemetery to Mount Royal Avenue. A brisker alternative to driving up is to ride up on horseback.

The view from the observation platform towards the city is worth climbing several more hundred steps to witness. It comes so unexpectedly; until you are actually at the rail of the platform, you do not really see it—and then it is quite different from ordinary views from the tops of high buildings, looking sheer into the chasm at thousands of little people and vehicles milling away below. In that kind of an aerial panorama you are still part of the world below: you are above it, peering down with something of the cynicism of Le Sage’s “Asmodeus”.

But on the top of Mount Royal the feeling is that a curtain has gone up suddenly, and that you are looking at a stage setting. Like such a setting, it is magnificently lit. You are not looking at a “sky-line” but at an earth-line, not at a silhouette but at a perspective. Again like a stage picture, the view is magnificently framed—first by the waving tree-tops of the lower slopes, then by millionaires’ gardens and the lawns of McGill.

One can stand here, indeed, and spend an amusing hour with oneself trying to pick out land-marks. Some are easy. In front are the cleaner



THE CHATEAU DE RAMEZAY.

From the painting by
Bertha des Clayes

and clearer lines of the hotels and uptown buildings, and behind them the unmistakable dome of St. James Cathedral, the castellated head of Windsor Station, the twin towers of Notre Dame, and the giant elevators at the dock side; but beyond that Montreal merges into a reddish-grey mass wherein it is hard to differentiate. Except, of course, for the river, with the Victoria Bridge spanning it and St. Helen's Island sparkling to the east. Sometimes a pall of smoke overhangs Montreal; sometimes one can see as far as the Green Mountains of Vermont or even the Adirondacks. East and west, too, Montreal stretches out like a gigantic wedge.

Some men have broken out into lyricism over this view, and they are to be excused; nor is the view from the other side, looking towards the Rivière des Prairies, scarcely inferior.

At the summit is an observation platform, a refreshment pavilion, and the McGill University Meteorological Station. On the way up from Peel Street, near the High Level Reservoir, stands an obelisk marking the grave of Simon McTavish. McTavish, who died in 1804, was the chief partner in the North-West Company, which laid the foundation of the modern commercial greatness of Montreal.*

Historical Mount Royal owes its name to Jacques Cartier, the first European visitor to the St. Lawrence, who records in his description of the Indian village of Hochelaga how he climbed and named it "royal". Other records say that Maisonneuve climbed it also, in 1643, in fulfilment of a vow, bearing a heavy cross upon his shoulders which he planted on the highest crest. Parkman's "Jesuits in North America" has a chapter on this.

Outremont On the northern slopes of Mount Royal are Mount Royal and Notre Dame des Neiges Cemeteries—the former Protestant and the latter Catholic. Both are very beautiful. David Thompson, the celebrated Western explorer, is buried in Mount Royal Cemetery. This side of the mountain lies within the limits of the city of Outremont, a pretty community of an almost purely residential nature. Beyond it is the town of Mount Royal, a "garden city" that has sprung up like magic at the exit of the Canadian National Tunnel.

St. Catherine Road (which is not to be confused with St. Catherine Street) sweeps around the base of the mountain into Maplewood Avenue,

*See Beaver Hall Hill, page 35.

Cote St. Luc, and Notre Dame de Grace. Some large ecclesiastical buildings are situated along or close to these roads, the principal of which are the Convent of the Holy Name, the Convent of the Precious Blood, Villa Maria Convent, and Notre Dame des Neiges College.

Protestant as well as Catholics should take this St. Joseph's Oratory road round the back of the mountain to the Oratory of St. Joseph—home of a far-famed "miracle-man", Brother Andre. You may or you may not believe in miracles; but the opportunity is afforded here to test your convictions. Mr. George H. Ham* says miracles take place here at an average of 250 per month. He enumerates and authenticates many. Even if you are a sceptic, there is something very appealing in this quiet, wistful old man, whose powers to cure diseases draw thousands of people every month from all parts of the continent.

Brother Andre, who for upwards of forty years was employed in the Congregation of the Holy Cross Fathers in the humble capacity of doorkeeper and barber, was inducted into a tiny chapel by some of his supporters after his possession of curative powers had become manifest. It has been superseded within the last five years by this beautiful and impressive building—the "crypt" of a vast Basilica still to be erected. The "crypt" is built on a terrace about 100 feet above the level of the road, and is reached by broad flights of stairs. The interior resembles that of a large vault, with seven altars and seating accommodation for 1,500 people.

Sunday afternoon, particularly, is a good time to visit the Shrine.

*In his book "The Miracle Man of Montreal", which contains a good account of Brother Andre and his works.

THE WEST END

West of Guy Street—roughly speaking—lies the immense district known as the West End. Like every other “West End” in the world (and it is rather odd that the west end of almost every large city is always the higher-class residential section) it has its temperamental boundaries. Westmount (which, as explained elsewhere, is an independent city) regards itself as the nucleus of the West End: yet Westmount has some far-from-subtle nuances. On the Boulevard, of course, one undoubtedly is in Westmount—or on Sherbrooke or Western Avenue; so is one, geographically, on St. Catherine, or even below the C.P.R. tracks for a certain distance; but as for “class”—well, perhaps you get my meaning. The postal address isn’t everything. Beyond Westmount is Notre Dame de Grace, upon which the true Westmounter (even though he live in the Westmount slums) looks down as, say, Mayfair looks down upon Finsbury Park*; and beyond this again is Montreal West.

Turning up Guy Street to Sherbrooke, and then **Fort de la Montagne** westward, we see on the north the imposing buildings that house the chief activities of the Sulpicians. Here in 1676 the missionaries grouped the Christian Indians together in a palisaded enclosure called the “Fort des Sauvages” (or “Fort des Messieurs”). This establishment, destroyed a few years later by fire, was reconstructed in stone; in the centre of the enclosure was a chateau and a chapel, protected by four towers. The chateau was demolished in 1858, but two of the towers still stand, sharing with the Seminary on Place d’Armes the distinction of being the oldest buildings in Montreal.

In the eastern tower lie the remains of Francois Thorohiongo, a Huron baptised by Breboeuf, and of Sister Marie Gannensaquoa, who in the seventeenth century taught the Indian children. Over the door of the main entrance of the Grand Seminary are carved the words: “Hic Indi Evangelizabantur”, (Here the Indians were evangelized).

*It will take a born Londoner, perhaps, to understand this. As one who once lived in Battersea and tried to fool ourselves we lived in Chelsea, let us say that the parallel is not really justified; Notre Dame de Grace is a delightful suburb.

It was to this historical site that the Grand The Grand Seminary Seminary was removed from downtown. Here a large number of Seminarists from all parts of Canada and the United States receive their ecclesiastical education. The Seminary provides the faculty of theology of the Université de Montréal, but far the greater number, having completed here their ordinary courses, proceed to the Sulpician College at Rome. The Chapel here is remarkable, but not open to the public. The beautiful gardens of the Seminary and its elm-lined artificial lake are admirable.

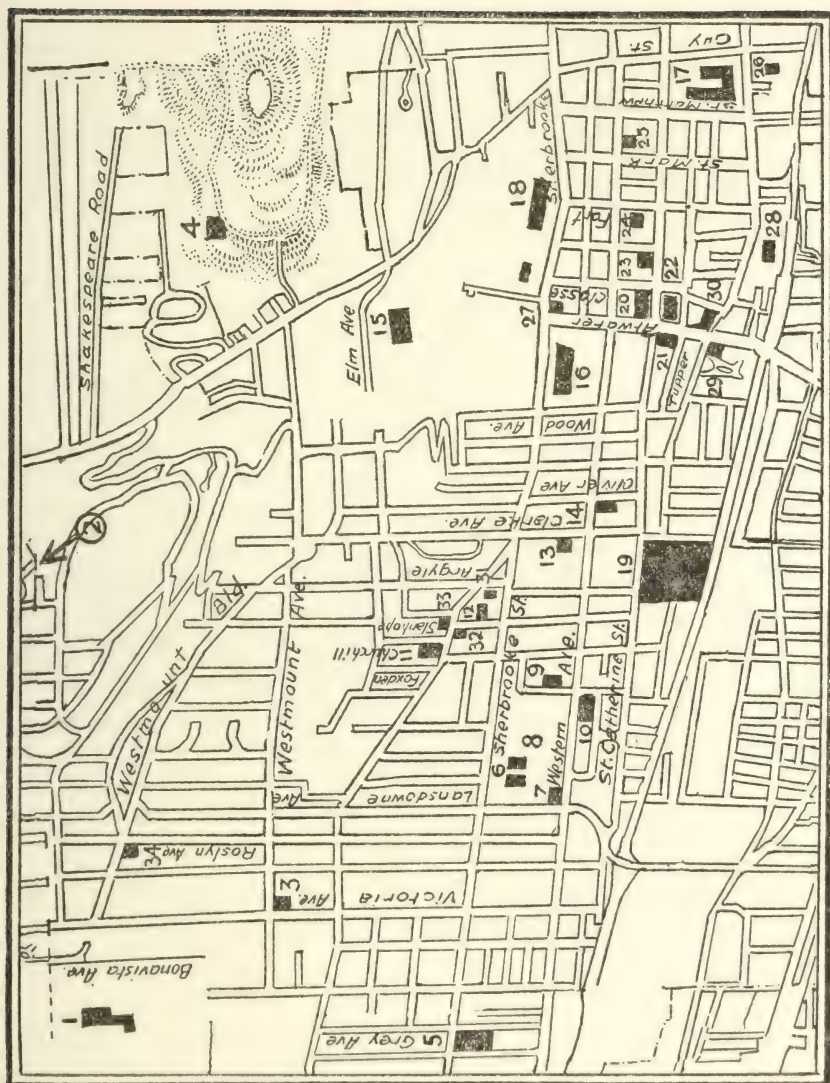
Adjoining the Seminary is Montreal College, a classical college and preparatory school for boys, founded in 1766 at Longue Pointe. The boys—who wear a quaint uniform of blue sash, peaked caps and black frock coats—are educated primarily for the priesthood, but in their last years can choose a secular profession. The Seminary of Philosophy, on Cote des Neiges Road, opened in 1894, provides courses in arts and science.

At Atwater Avenue we enter the City of Westmount. On the south are the immense buildings of the Congregation of Notre Dame a fine specimen of romanesque architecture. The order is primarily a teaching one, one of the largest, in fact, in America; besides this building, the “Mother House”, it has two convents in Montreal, Mount St. Mary and Villa Maria (“Monklands”), several in the province, and many in other parts of Canada and the United States.

The congregation is the oldest religious institution in America, having been founded in 1653 by Marie Marguerite Bourgeoys. The goal of her ambition was a school for the instruction of Indian girls, and the only abode that Maisonneuve had to offer her and her companions at first

WESTERN MONTREAL.

Atwater Park	22	Park Toboggan Slide	4
Baptist Church of Westmount	14	St. Andrew's (Pres.)	33
Dominion Meth. Church	34	St. Leon (R.C.)	13
Douglas Meth. Church	23	St. Mathias (Angl.)	11
Forum Rink	20	St. Stephen (Angl.)	29
Franciscan Monastery	28	Seminary of Philosophy	15
Grand Seminary	18	Shaar Hashomayim Synagogue	32
Grey Nunnery	17	Ski Club Jump	2
Mechanics' Institute	21	Stanley Presbyterian Church	3
Melville Presbyterian Church	9	Thistle Curling Club	24
Montreal A.A.A. Grounds	19	Villa Maria Convent	1
Montreal College	18	Western Hospital	30
Montreal Curling Club	25	Westmount Bowling Club	12
Mount Royal Tennis Club	5	Westmount City Hall	31
Mount St. Mary Convent	26	Westmount High School	10
Normale School	27	Westmount Methodist Church	7
Notre Dame, Congregation of	16	Westmount Park	8



was a stable. The original building, erected in 1659, was on Notre Dame Street. Madame Bourgeoys built also Notre Dame de Bonsecours Church.

Sherbrooke Street is the main artery of Westmount.

Westmount Park Into it, as we walk westward, the Cote St. Antoine Road runs at a very acute angle, and in the triangle formed by the junction stand the castellated buildings of the new Westmount City Hall. Farther along, on the south, is Westmount Park—a pretty area of trees, ponds, and flower beds. If Montreal is a city of churches, Westmount runs it a close heat; around or near the park are ecclesiastical structures of practically every faith, testifying, of course, to the piety of the Westmouter. In the middle of the park is the Public Library.

We can continue along Sherbrooke, through Notre Dame de Grace, to Montreal West, or up Decarie Boulevard to the back of the mountain; but instead, let us climb up Claremont or Victoria, to the upper level. Before taking up residence in this part of Westmount the possession of a car is essential, particularly of a car that does not “boil over”, for the streets are steep and provide an approximation to mountaineering. At the head of Claremont are the large buildings of the Villa Maria Convent, administered by the Sisters of the Congregation of Notre Dame. Along the Boulevard and Westmount Avenue are located some of the finest residences of the entire city. At their eastern ends these streets converge into Cote des Neiges Road, which can be descended to Guy Street.

THE NORTH END

To the north and north-east of Mount Royal is a large residential area known generally as the North End. Like most sections of Montreal, it is slightly indefinable as to boundaries, but roughly speaking it stretches north from Pine Avenue and west of St. Lawrence. The way thither is up Bleury Street, which at the crossing of Sherbrooke changes its name suddenly to Park Avenue.

Sherbrooke westward leads to McGill University. Eastward between Park Avenue and St. Lawrence, are the two fine buildings of the Ecole Technique and the Commercial and Technical High School, the former (with both French and English divisions) maintained jointly by the city and provincial governments, and the latter by the Protestant School Board. Around the corner, on St. Urbain Street, is the as yet uncompleted Ecole des Beaux Arts.

Royal Victoria Hospital Following up Park Avenue, we cross Pine Avenue. To the west is the Percival Molson Stadium and a huge and picturesque building, at the southeast foot of the mountain. This is not—as might first be imagined—a Scotch nobleman's palace, but the Royal Victoria Hospital. This magnificent institution, one of the wealthiest of America, was the gift of two Montreal citizens, Lord Strathcona and Lord Mount Stephen; to it has since been added the Ross Memorial Pavilion, donated by J. K. L. Ross, another Montrealer, in 1916. The beauty of its site, the excellence of its management, and the cleverness of its doctors have given this institution a fame that reaches out far beyond the confines of Montreal.

Hotel Dieu To the east of Park Avenue, at the foot of Fletcher's Field, are the large and not unhandsome buildings of the Hotel Dieu. This institution, consisting of a centre chapel with a hospital on one side and a nunnery on the other, is one of Montreal's earliest institutions. It was founded by Jeanne Mance in 1644, with the financial assistance of Madame de Bouillon. The hospital, originally situated on St. Paul Street, repaired to its present site in 1861.

At the St. Urbain corner, on Pine Avenue, is a fine statue of Jeanne Mance, by Philippe Hebert, erected to commemorate the 250th anniversary

of the founding of the hospital. The heroine is represented bending over a colonist wounded in Indian warfare.

Beyond Pine Avenue is a fine open stretch known as **Fletcher's Field** Fletcher's Field. At its eastern escarpment, as has been said already, Mount Royal descends rather abruptly. Its steep slopes have their winter friends, for they make ideal ski jumps and toboggan runs, and on a sunny Sunday afternoon in January or February they are black with humanity. In summer these slopes see picnickers by the thousand, and also (be it whispered) hundreds who camp out all night when the thermometer is in the 'nineties. There was until about two years ago an "elevator" which carried passengers to the summit of Mount Royal, but it has now been dismantled.

About half way up Park Avenue there is a particularly fine piece of statuary—a monument by G. W. Hill to Sir George Etienne Cartier (1814-1873), one of the most distinguished Canadian politicians of the middle nineteenth century.

At Mount Royal we are well into the north end, which stretches away north to Van Horne Avenue and overlaps west into the city of Outremont.



ALONG THE OTTAWA RIVER NEAR MONTREAL.

From the painting by
John Johnstone, A.R.C.A

THE EAST

Montreal, it has been remarked previously, is the largest city of Canada, rushing rapidly along to the million-population mark. Probably two-thirds of its people live in the east end—a district the visitor who makes his habitat around Dominion Square seldom sees. Exactly what the east end is, even the old inhabitant can scarcely say. St. Lawrence Boulevard is theoretically the middle of Montreal, in the sense that all the streets that cross it begin their numbering here to the east or west. St. Denis Street, several blocks east, might claim to be the centre, for it is a far more strategic cross-road of traffic, and around it pivot some of the most important street-car lines. There are also those—particularly those whose lives are cast in terms of Westmount—who think that the east end begins at Bleury, which is several blocks west of St. Lawrence.

Wherever it is, however, the east end—populous, cosmopolitan, noisy, streaked from east to west, from south to north, by long and busy streets, swelling out northwards into a bulbous hump of residential regions—is interesting. It includes some of the most squalid as well as some of the most beautiful phases of Montreal. It has a university, a lovely park, factories, gasworks, convents, large stores, and hundreds of churches, and it is populated by English, French, Jews, Russians, and other nationalities to a countless degree. Particularly, in passing, one may mention the beauty and impressiveness of some of its eastern and north-eastern churches, such as St. Louis de France or St. John the Baptist.*

St. Lawrence All the south to north streets of Montreal have a fairly considerable rise, as they climb from the older city towards and beyond St. Catherine Street; but in no other is this effect so observable as in St. Lawrence Boulevard. This street, which has the almost unbelievable Montreal quality of straightness, is the longest south-to-north thoroughfare in the city, running clear out to the back of the Island. It has, too, a very definite atmospheric note, for it is the great Jewish highway, a kind of chattering and huckstering Ghetto.

*Speaking of churches, although it is not in this district, but in the rather aristocratic north-western suburb of Outremont, the visitor interested in church architecture is recommended to see the dignified and beautiful church of St. Viateur—which to the writer's mind is the finest Catholic church in Montreal.

Sherbrooke Street crosses St. Lawrence. Westward it leads to Park Avenue and McGill University: eastward to St. Denis and miles beyond. Two large buildings are situated just east of St. Lawrence—The Good Shepherd Convent and the Mont St. Louis School. The former, a branch of the French order, carries on a great deal of pious work, although the nuns are cloistered. The school (administered by the Brothers of the Christian Schools) is a massive structure with hundreds of pupils. The boys wear a distinctive cadet uniform on fête days.

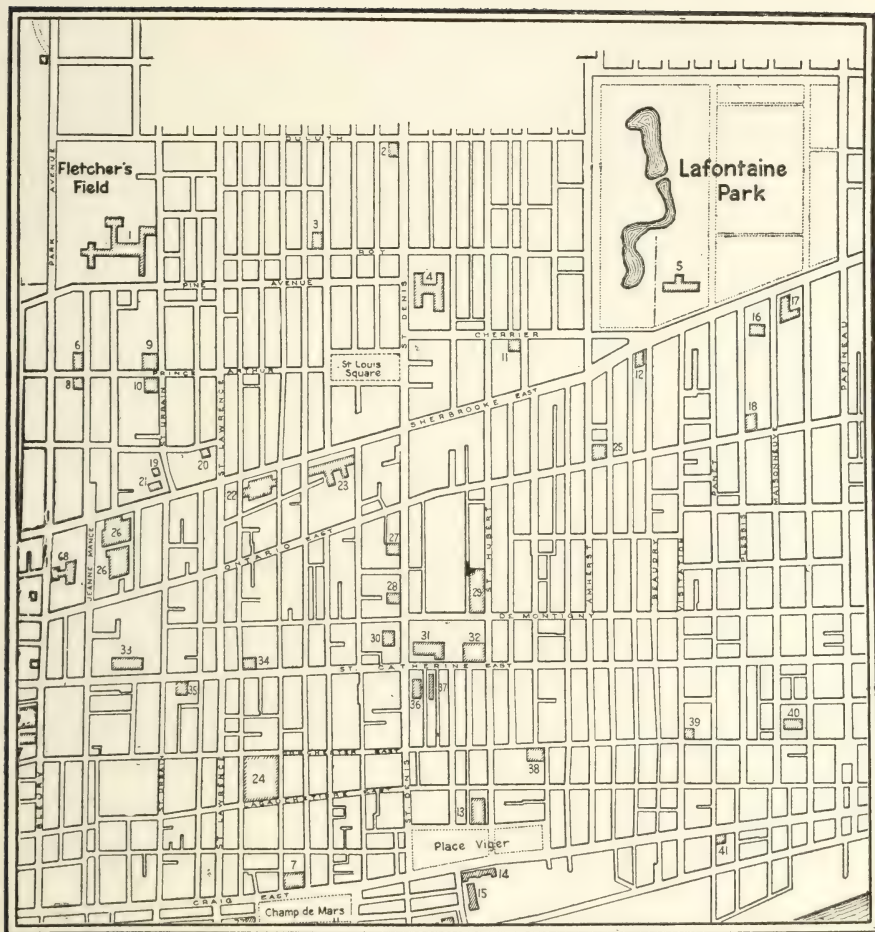
Coming back to St. Catherine Street, we will take an eastward direction towards St. Denis, and in a few blocks find ourselves at the crossing of this kaleidoscopic street—a crossing that sometimes is called the “Quartier Latin”.

St. Denis Street is another of these great south-to-north highways, but it is not so long as St. Lawrence, although it partakes of the latter’s plumb line straightness. Named for the patron saint of France, it is probably the most essentially French street of Montreal; from its beginnings at Place Viger to its disappearance at Cremazie Boulevard, it is the greatest artery of French-Canadian life. Along it are situated a University, a library, several churches and other ecclesiastical buildings, and many schools. Through it runs multitudinous street-car routes. Unlike St. Lawrence, it is only partially a street of stores; it is more noticeably a street of houses.

The “Quartier Latin” ought to have—although it hasn’t—a somewhat solemn atmosphere. At one corner stands the Université de Montréal, at another St. James Church. Next door to the Université de Montréal is Notre Dame de Lourdes Church; next door to St. James is the Sisters of Providence Convent. St. James (or St. Jacques)

EASTERN MONTREAL

Educational.			
Commercial and Technical High School..	21	Fifth Royal Highlanders' Armory	68
Dental School (Un. of M.)	29	Francais Theatre	34
Ecole des Beaux Arts	19	Gaiety Theatre	35
Ecole des Hautes Etudes Commerciales	13	National A.A.A.	11
Ecole Normale Jacques Cartier	5	St. Denis Theatre	28
Ecole Polytechnique	30	St. Sulpice Library	27
Ecole Technique	26	Churches.	
Mont St. Louis College	23	First Presbyterian	6
Universite de Montreal	36	Notre Dame de Lourdes (R.C.)	37
Sporting, Art, Literary.		Sacred Heart (R.C.)	18
Civic Library	12	St. Agnes (R.C.)	2
Drill Hall	7	St. Brigide (R.C.)	40
		St. James (R.C.)	31
		St. John's (Luth.)	8



St. Louis de France (R.C.)	3
St. Martin's (Angl.)	9
St. Mary's (R.C.)	41
St. Peter's (R.C.)	39
Sherbrooke Methodist	20

Hospitals and Convents.

Deaf and Dumb Institute	4
General Hospital	24
Good Shepherd Convent	22
Hotel Dieu	1

Maternity Hospital	10
Nazareth Chapel (Blind)	33
Notre Dame Hospital (New)	16
St. Paul's Hospital	17
Sisters of Mercy Convent	38
Sisters of Providence Convent	32

Miscellaneous.

St. James Market	25
Place Viger Station	15
Place Viger Hotel	14

is an imposing structure with a very tall, beautiful spire and a handsome interior; to Notre Dame de Lourdes, however, the visitor will hasten, and if he is getting a little tired of churches, he is due for a surprise.

This church, which is the University Chapel, was built and adorned "with one idea—that of expressing in visible form the dogma of the Immaculate Conception of the Virgin Mary. The architecture is Byzantine and Renaissance, such as may be seen at Venice, and the façade is marble and grey stone. It consists of a nave with narrow aisles, a transept, and a choir."* The interior decorations, pictures and statues form a series illustrating the idea of the Immaculate Conception, from the promise of redemption made to Adam down to the views of the Roman and Greek fathers on the realization of these promises. "To the artist, M. Bourassa, must be given great credit for its working out of his exposition with force and unity. Some of the painting is exceedingly good. The decoration of the church in gold and colors, arabesque and fifteenth-century ornament, is very beautiful and harmonious. We have dealt at length with this building, because it is the only one of its kind in America."*

A statue of the Virgin, over the dome, is illuminated at night by an electric halo.

Universite de Montreal

The Université de Montréal is to the French-speaking and Catholic elements of the population what McGill is to the English-speaking and Protestant. All avenues of education lead to it. It was founded by the priests of the Seminary of Quebec in 1878, as Laval University, a branch of the famous institution of the same name in Quebec, but in 1919 became independent under its present name. In the size of its student body it is one of the largest universities in Canada, having in 1923 an enrolment of nearly 5,300.

"Laval", as it is called by most of the public and many of its old students, has not the large area or delightful appearance of McGill. Its various buildings are scattered over the city; and its main building, at the corner of St. Denis and St. Catherine, is very cramped for room. Its only evidence of beautiful architecture is the renaissance entrance. But the university has acquired a site on the slopes of the mountain to which it will move at some future date. As an institution of learning, however, it is well-known; its courses in theology, medicine and law, in particular, have wide renown.

*Dr. S. E. Dawson.

The University has seven faculties, three merged schools, three affiliated schools, and six annexed schools. Lectures are given in French, with the exception of those on theology, where Latin is used.

The Faculty of Theology is established at the Grand **Faculties** Seminary, and conducted by the Sulpician priests. (See page 52). The Faculties of Philosophy, Law, Medicine, Letters and Pure Science; the Schools of Pharmacy, Social, Economic and Political Sciences, are installed in the main building on St. Denis Street. The Faculty of Medicine has, besides the usual lecture rooms, an amphitheatre, a dissecting room, and chemical, histological, bacteriological and medical-electrical laboratories. The Faculty of Pure Science has also its botanical, biological, chemical, and physical laboratories. The laboratory of radiology is especially noted for its Radium Institute, to which the Government of the Province of Quebec has entrusted a gram and a quarter of radium. The School of Pharmacy possesses a chemical laboratory and a museum of pharmaceutical products, and leads to academic degrees.

The Ecole Polytechnique offers instruction corresponding to that given by the faculties of Applied Science in some universities. Housed in large buildings on St. Denis Street, just above St. Catherine Street, it has an equipment suited to both theoretical and practical instruction.

The School of Comparative Medicine and Veterinary Science, now installed on DeMontigny Street, leads to the degree of Doctor of Veterinary Medicine. The School possesses five lecture rooms, an interesting pathological museum, chemical and bacteriological laboratories, and other equipment. The Faculty of Dental Surgery, on St. Hubert Street, is largely attended, and has a far reaching fame.

The Agricultural Institution, at Oka, on Lake of Two Mountains, is attached to the Trappist Monastery there. (See page 69). The Institution provides a three-year course leading to degrees.

The Faculty of Arts, the courses of which are given for young men in the classical colleges of the province, is two-fold; the collegiate (corresponding to High School) during four years and the University Course (Arts Course) during four years. The entire course, covering eight years, leads to the degrees of Bachelor of Arts, Letters or Science. The same two-fold course is offered to young women, four years High School and four years Arts course. The High School course is given

during the last four years of study in various convents. The University course (Arts course) is given at Notre-Dame Ladies' College.

North from St. Catherine St. Denis Street stretches.

Along St. Denis In proximity to St. Catherine, on some of the side streets, are the various buildings of the University; on St. Denis itself will be seen the massive Ecole Polytechnique. A little higher up, on the same side, is the Library of St. Sulpice—housed in a beautiful building, and containing a fine reference and general collection of over 100,000 volumes, mostly in French. It operates to some extent as a public library.

Crossing Ontario and then Sherbrooke, a small green enclosure is seen in St. Louis Square. In the centre is a statue by Philippe Hebert of the French-Canadian poet, Octave Cremazie—a rather poetical composition in stone, consisting of a bust surmounting a pillar decorated by a lyre and a branch of laurel. At the base of the pillar is an old soldier, dying. As he clasps the flag of Carillon to his heart, he says (or so one interprets the inscription) "I am here to die for my country".

A little beyond is the Deaf and Dumb Institute, an enormous building administered by the Sisters of Providence.

Eastward from St. Denis, St. Catherine runs for miles and miles, crossing in succession several important streets, such as Amherst, Papineau, (either of which leads north to Lafontaine Park), Delorimier, and Frontenac, and traversing the district of Maisonneuve. Finally St. Catherine trails off into Notre Dame Street, which continues (past the "joy park" called Dominion Park) to the east end of the island. To the north of St. Catherine, near Frontenac, are the Angus Shops of the Canadian Pacific Railway.

Between St. Catherine and the river, roughly paralleling it, **Chinatown** are Dorchester, Lagauchetière, Craig and Notre Dame streets, more or less continuing in the east end their western characteristics. On Dorchester, just east of St. Lawrence, is the magnificent and widely respected General Hospital, which—although it is supported almost entirely by Protestant contributions—maintains a policy of an open door to all comers, regardless of race or creed.

Lagauchetière Street, at about this part, is the "Chinatown" of Montreal; and since this is a veracious guide book, and truth cannot be concealed, it should be added that between St. Lawrence and St. Denis is the "yoshiwara" of Montreal.

Lafontaine Park Crossing St. Denis north of St. Catherine are a number of busy streets—Ontario, Sherbrooke, Roy, Duluth, Marie Anne, and Mount Royal. If we follow say, Sherbrooke, for a few blocks east we will reach eastern Montreal's most beautiful park—Lafontaine. Lafontaine Park is, next to Mount Royal, the largest park in the city. Covering a space of 95 acres, it occupies the entire area between Amherst and Papineau Streets and between Sherbrooke and Rachel. Formerly a farm known as Logan's Farm, it now serves as a delightful "lung" for the east-end Montrealer, with flower-beds, an artificial lake large enough to permit of boating, a bandstand, refreshment pavilion, hothouses, and a small zoo. A motor road for pleasure vehicles encircles it.

At the south end of the park, on the north side of Sherbrooke Street, is the handsome building of the Ecole Normale Jacques Cartier, probably the best known French educational institute in the city. Its remarkable library of over 19,000 books includes some very rare volumes of Canadian history. On the south side of Sherbrooke stands the Civic Library, whose classic front, supported by large granite pillars, is architecturally one of the most imposing sights of Montreal. It was built only in 1915, from the designs of Eugene Payette, but so far does not accommodate a very large collection of books. The marble two-floored court as one enters contains a large number of reproductions of statuary, mostly by modern sculptors, and rooms at either side are hung with numerous framed prints. Farther east is the massive new Notre Dame Hospital. In the triangular lawn facing the Library is a beautiful little bust of Dante, presented by the Italian colony of Montreal.

At the north end of the park, near Lanaudière Street, is the Dollard Statue.* This beautiful statue, executed with a great deal of feeling, is by the well known sculptor Laliberté. It consists of a column with two wings, which show bas reliefs of Dollard and his companions receiving absolution and marching away. On either side of these two wings are panels containing the names of his heroic comrades.

*The name of Dollard, which will be noticed occurring on several memorials in Montreal, is associated with one of the deeds of heroism that make the early history of Canada so magnificent. In 1660 the whole force of the Iroquois confederacy bent itself to the destruction of the French settlements of Canada. But a young nobleman, the Sieur Daulac des Ormeaux, familiarly known as Dollard, gathered a band of sixteen comrades, who entrenched themselves at the Pass of the Long Sault, near Carillon on the north shore of the Ottawa River. With them went about forty Huron allies, all of whom but two chiefs deserted when the enemy appeared. For three days the handful of men, sleepless and parched with thirst, repelled the attack of a large Indian force; and although they were all killed, their heroic defence had so dispirited the Iroquois that the latter drew off. A small statue commemorating this deed is situated at Carillon. (See page 70).

THE SOUTH-WEST

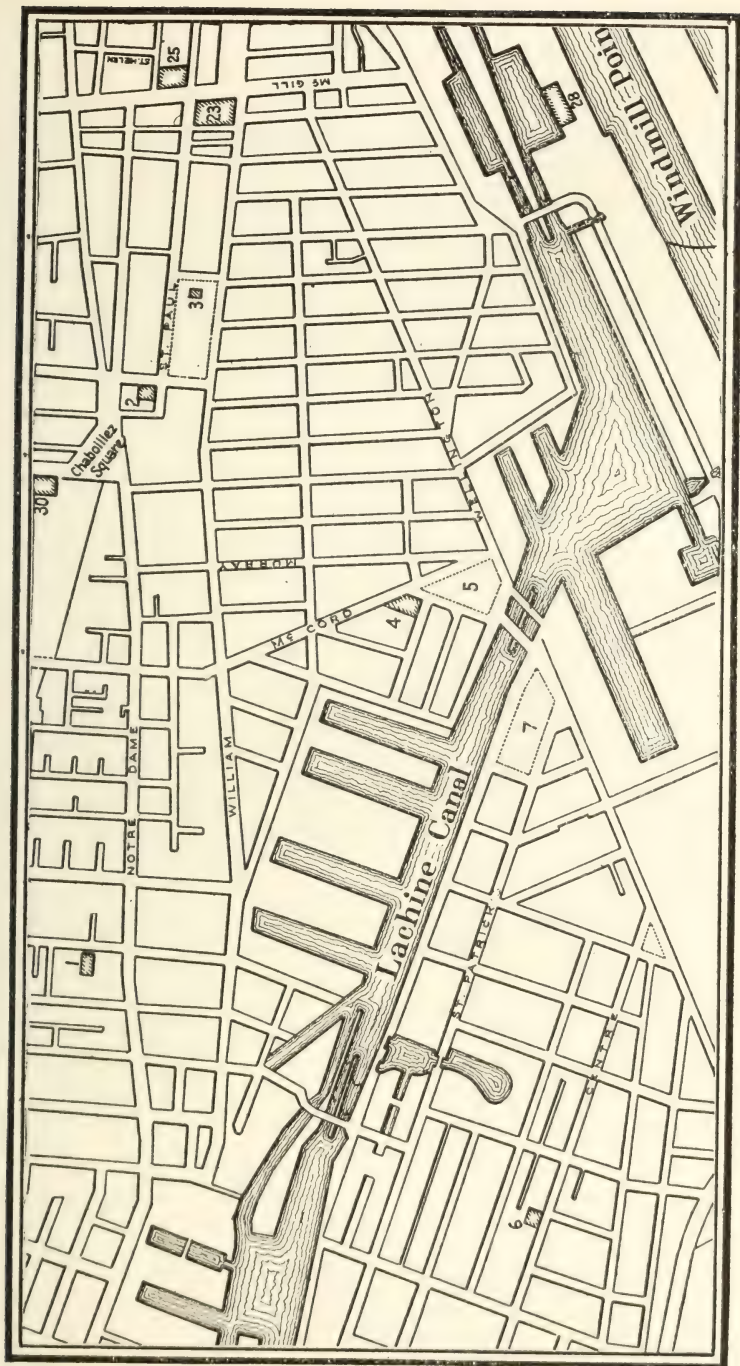
In the south-west corner of Montreal, tucked away between the uptown and western sections and the river, is the immense district which because it has no other recognized name we may call the South-West. It closely resembles in shape a gigantic wedge, the point of which is at Youville Square and the sides of which are, roughly speaking, the C.P.R. tracks on the north and the river on the south. It includes the districts of St. Henri, St. Cunegonde, Point St. Charles, Côte St. Paul, etc.; at its far western end is the city of Verdun.

An Industrial Region This is a region which the casual visitor will not search for unless he is interested industrially, for it is largely a district of factories. It is threaded by several important streets, including St. James and Notre Dame, crossed and paralleled by many others; Wellington Street, beginning at McGill, follows the river more closely. The south-west is split roughly in half by the Lachine Canal, to which entrance is gained through a series of locks and basins. At Point St. Charles are the huge shops of the Canadian National Railway, south of which is the Victoria Jubilee Bridge across the St. Lawrence.

Some Fine Churches Notwithstanding that the south west is largely an industrial section, it is nevertheless the home of thousands of people, and like all other parts of Montreal it has some magnificent churches. Of these the most outstanding are St. Ann's, St. Henri and St. Cunegonde. Around St. Ann's lies Griffintown, the Irish quarter of Montreal. St. Henri Square and St. Cunegonde Square have respectively striking statues of Jacques Cartier and Iberville, both by P. Vincent.

PART OF SOUTH-WESTERN MONTREAL.

Bonaventure Station	30	St. Edward (Angl.)	2
Canadian National Building.....	23	St. Gabriel (R.C.)	6
Gallery Square	5	St. Joseph's (R.C.)	1
Harbor Commission Elevators	28	St. Patrick's Square	7
Haymarket	3	Shaughnessy Building	25
St. Ann's (R.C.)	4		



THE SUBURBS OF MONTREAL

An Archipelago of Cities

Montreal, as has been suggested on earlier pages, is not so much a city as a congeries of cities—to say nothing of over a dozen towns and a few villages. About forty per cent. of the area which claims Montreal as its postal address is not really Montreal at all, any more than St. Paul is in Minneapolis or Glasgow in Edinburgh. This peculiar condition, amounting almost to an archipelago of cities and towns, has been created by the fact that settlements undoubtedly destined to become suburbs adopted the course some years ago of going to the legislature and securing incorporation as independent municipalities bordering or surrounding Montreal. When the latter reached them they managed—with a few exceptions, such as the now deceased city of Maisonneuve—to retain their independence.

The oddest result perhaps is seen in the city of Westmount, covering an area of one and one-half miles. Montreal reached it, flowed round it, met at its back, and rolled on (as Notre Dame de Grace) to Montreal West, leaving Westmount nowhere to grow except upwards. Many of these pendant municipalities have, too, their own machinery of government—their mayors, police, firemen and aldermen. Sometimes, when some distinguished visitor has to be welcomed with parades, banquets and loyal addresses, the platform contains not one but several mayors, invited so as to obviate jealousy.

Subscribing to the Island of Montreal Metropolitan Commission are the cities of Westmount (population 17,593),* Outremont (13,249), Verdun (25,001) and Lachine (15,404), besides the towns of St. Pierre (3,535), St. Laurent (3,232), Montreal West (1,882), Laval de Montreal (539), St. Michel (493), Mount Royal (160) and Hampstead (53).

Most of these municipalities, with the exception of Lachine, have been described elsewhere. Lachine, at the west end of the Lachine Canal, also described elsewhere, is an interesting old city, probably a little more picturesque than any other close to Montreal. Before the canal was built, it was a place of great commercial importance; now it is chiefly a place of summer residence, although of recent years it has blossomed out into industry. It has some

*1921 census figures.

extremely well-preserved old buildings, with steep-gables and old-fashioned dormer windows, nestling amidst the green of ancient trees.

All the neighbourhood is historic ground, but the memories that cluster most thickly about it are those of the great La Salle. Its site was granted by the Sulpician Fathers to La Salle that he might establish a fortified outpost for the defence of the city. Erratic character that he was, he did not tarry there long, but left it to seek other adventures; but before he went, he gave it its rather amusing name, "Lachine" or China, because he was positive that this time he was near China.* The settlement continued to flourish until 1689, when it was the scene (August 5) of the dreadful midnight massacre of its inhabitants by the Iroquois, in retaliation for the treachery of the Governor of Fort Frontenac, (*i.e.*, Kingston) in capturing Indian chiefs on the pretext of a conference. The fate of Lachine marked almost the lowest point in the fortunes of New France.

Lachine Rapids The Lachine Rapids are the last and most famous of eight rapids between Montreal and Prescott (110 miles). To "shoot" them in a steamer is an exciting but perfectly safe experience—and in the summer season easily accomplished, for several excursion steamers make the trip. The channel is narrow and tortuous. It plunges the steamer among the breakers, and the headlong current carries her on towards the rocks, sometimes hidden, sometimes exposed to view, with the dark suggestion of others unseen below the waters. Deftly the steamer passes them by, within a few feet of their edges, through clouds of spray ascending from the churning abyss. A moment more, the descent is completed, and the ship glides along into placid waters.

The Lake Shore Beyond Lachine we cannot proceed by street car; but we can travel by railway or by road—a fine road that for nearly its whole length winds amongst the trees that fringe Lake St. Louis, an expansion of the St. Lawrence. This "Lake Shore" trip is one of the most delightful as well as the most popular out of the city, and introduces the motorist to a long succession of pretty villages which in summer support armies of residents. Dixie, the first, is the home of the Royal Montreal Golf Club; Dorval, of the Dorval Race Track and the Royal St. Lawrence Yacht Club; Pointe

*La Salle, like many early explorers, was obsessed with the idea that by sailing westward from Europe he could reach China.

Claire, of the Beaconsfield Golf Club, and the Pointe Claire Yacht Club.

Ste. Anne de Bellevue, at the extreme end of the Island, is the seat of Macdonald College, a group of handsome red-brick buildings that form the agricultural branch of McGill University. Courses in practical agriculture, domestic science and pedagogy are conducted; surrounding the buildings are well-cultivated fields and experimental plots. On the opposite side of the railway tracks is a large military hospital.

Ste. Anne's has a charming literary association, for it inspired Thomas Moore to write the "Canadian Boat Song". Tradition says that the poem was actually written at Ste. Anne's, but there seems to be little foundation beyond the fact that Moore stayed a short time with the Hudson Bay Company's factor there, at the house which is now occupied by the Bank of Montreal.

The usual way to make this trip is to circle round at Ste. Anne's and return by the Ottawa River through Senneville, the quaint old French-Canadian village of Ste. Geneviève, Cartierville, and Outremont. An extension can be made by crossing the river at Ste. Geneviève to Isle Bizard, ferrying to Laval-sur-le-Lac on Isle Jesus, and recrossing to Cartierville.

Street cars to Lachine. Railways C.P.R.—C.N.R.
Automobile Tours 2 and 3.*

Lake of Two Mountains

If a little delay is of no particular consequence, a delightful extension can be made from Ste. Anne's by taking the Ottawa River ferries to the mainland.

There are two ferries, one from Ste. Anne's to Isle Perrot, the other from that island to Vaudreuil. The two ferries, connected by road, will eventually be replaced by bridges, one of which will be completed in 1924 and the other probably in 1925. The existing railway bridges carry neither foot nor vehicular traffic.

Vaudreuil, an old established town, is at the beginning of the Lake of Two Mountains, a long and occasionally wide expansion of the Ottawa River. Along its shores are the popular summer resorts of Como, Hudson and others. From Como a ferry runs across the river to Oka, home of the Trappist Monks, who, vowed to a life of almost complete silence, are usefully engaged in agriculture and dairying. Attached to the monastery is the Oka Institute, the agricultural branch of the Université de Montréal. Oka's most famous product is, of course, the

*See list of automobile tours, page 77.

celebrated cheese that bears its name. The monastery can be visited (by men only) on every day except Sunday.

Hudson is the home of the Hudson Yacht Club and the Whitlock Golf Club. Rigaud, at the base of Rigaud Mountain, is the objective of thousands who visit the shrine high upon its slopes. A turn here brings one to Point Fortune, where ferry can be taken to Carillon, scene of the massacre of Dollard des Ormeaux in 1660.*

From either Carillon or Oka return can be made through St. Eustache and either Ste. Rose or Ste. Dorotheé.

Railways—C. P. R.

Automobile Tours, 6 and 7.

The East of the Island

The eastern and northern sections of the Island can next claim attention. Good motor roads serve practically all parts, and street cars some parts. One such route is up St. Lawrence and along the Gouin Boulevard to Ahuntsic, thence eastward along a road that parallels and is frequently in sight of the Rivière des Prairies—named not because of its agricultural surroundings but after Francois des Prairies of St. Malo, its discoverer. The first point is Sault au Recollet, an old town dating back to the earliest days of Montreal. A few years after its discovery the Recollet Fathers began here their missionary work among the Indians; and it was here the first mass on the Island was celebrated (1615). A tablet commemorates the fact that Pere Viel was thrown from his canoe by hostile Indians and martyred in 1625. Some imposing buildings, particularly the Sacred Heart Convent and the Jesuit Novitiate, are situated here.

The road continues to Bout de l'Isle, and then, turning sharply, follows the north shore of the St. Lawrence back to the city through Pointe aux Trembles, Longue Pointe and Maisonneuve. At Pointe aux Trembles is the Chapel of the Reparation, a famous place of pilgrimage; Longue Point has an asylum administered by the Sisters of Providence.

Street Railway to Bout de l'Isle and Saul* du Recollet.

Automobile Tour, 4.

If, instead of turning east at Ahuntsic we follow straight ahead, we can cross the Pont Viau to the Isle Jésus, Montreal's sister island. It is similarly traversed by good roads, one of which leads through St. Vincent de Paul (with its grim penitentiary) and St. Francois de Sales to the other branch of the "back river", the Rivière des Mille Isles. Terrebonne, on the mainland, has

*See page 63.

some big limestone quarries: we can cross to the mainland and return via Rosemere, or, keeping to the Island, return to the charming summer resort of Ste. Rose. Thence return can be made through St. Elzéar to the Island of Montreal.

West of Ahuntsic, along the south shore of the Rivière des Prairies, are Bordeaux (with the city jail) and Cartierville. Between the latter and Montreal is St. Laurent, with a number of large ecclesiastical buildings and convents.

Or still on the mainland, one can turn west from Rosemere through the quaint village of Ste. Thérèse to St. Eustache on the Rivière du Chêne, the scene in 1837 of an engagement in the ill-fated "rebellion" of the year (see footnote to Chenier, page 37).

Street Railway to Cartierville.

Automobile Tours, 1, 5, 6 and 7.

Railway—C. P., C. N.

The South Shore On the south shore of the St. Lawrence, facing Montreal, is a populous district stretching both east, west and inland. This region, known generally as the South Shore, is fairly easily reached; the chief means of access is the Victoria Jubilee Bridge, over which the Canadian National Railways, the Montreal and Southern Counties Railway (electric) and vehicular and foot traffic roads are carried. The Canadian Pacific bridge at Lachine carries railway tracks only. Ferries are also operated from Lachine to Caughnawaga and from eastern Montreal to Longueuil.

St. Lambert and Longueuil Immediately at the southern end of the bridge is St. Lambert, a pretty little town whose census population (3,890) gives no accurate picture of its great increase in size within the last three or four years. It has become a popular suburb, and possesses an equally popular golf club, and it has also several factories. Immediately to the east of St. Lambert is the small and ancient city of Longueuil (population 4,682), where in 1775 Carleton was defeated by the American forces.

Vercheres Beyond Longueuil a good motor road follows the river for several miles, through a comely agricultural country with several villages lining the river-bank in so close a procession as almost to form a continuous street. Of these the most interesting is Vercheres, associated with the well-known flat-bottomed boat of that

name, and with Madeline Vercheres,* one of the most illustrious of Canada's early heroines.

Beyond Vercheres, at the mouth of the Richelieu River, is Sorel, an important and historic town.

Street Railway to St. Lambert and Longueuil.

Automobile Tour, 21.

Railway—Q. M. & S.

In a more directly easterly direction from St. Lambert is Chambly. Chambly, a residential town of growing popularity with the Montreal commuter. Here the Richelieu River pours its waters down the Richelieu Rapids, forming a lake known as Chambly Basin. There is a very interesting fort here, built in 1711 upon the ruins of an earlier one, and still remaining in a fine state of preservation. A massive structure in the form of a square, flanked by bastions, it did good service in various wars, and has been partially burnt, partially destroyed by cannon, and repaired. It was captured by the American forces in 1775 and besieged by them in 1812. The Canadian Government, with British troops, maintained it as a military station until about 1870.

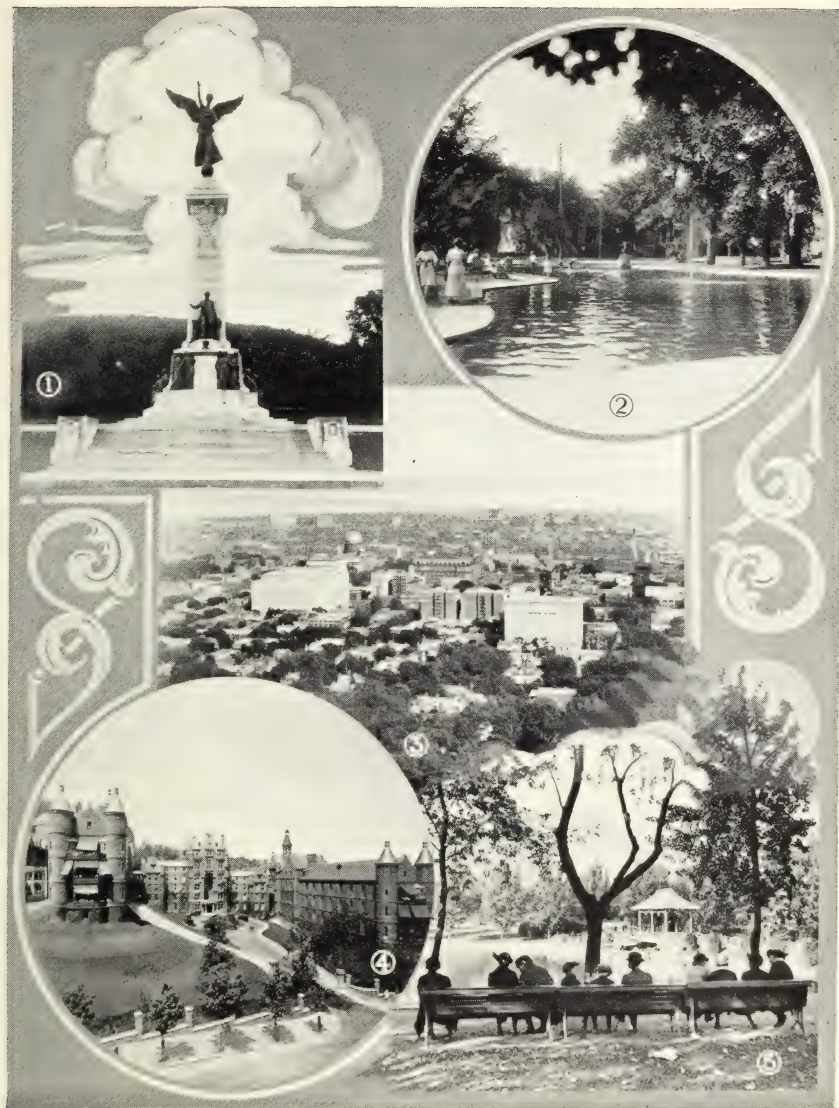
The great and celebrated Richelieu River, pouring the waters of Lake Champlain into the St. Lawrence at Sorel, is indelibly associated with Canadian history, particularly with the struggle for English domination. It was the direct route between New England and New France; by ascending the Hudson and making portages, the New Englanders or their Indian allies could reach the St. Lawrence by what would now be called an "air line". For two centuries the Richelieu River was a pathway along which the Iroquois, Abenakis, French, Dutch, English, Canadians and Americans streamed successively on errands of warfare. Champlain travelled south by this route in 1609 to see the great lake which now bears his name but which is no longer Canadian.

North of Chambly along the Richelieu River is Beloeil, at the foot of Beloeil (or St. Hilaire) mountain, one of the hills that form part of the same range as Mount Royal. Between it and St. Lambert is Mount Bruno, with a very well-known golf club. South of Chambly, still along the river, is St. Johns, chief centre of the valley.

Automobile Tour, 18.

Railway—C. N., M. & S. C.

*The daughter of Lieutenant Vercheres, whose fort was called "Castle Dangerous" because it was so exposed to the assaults of the Iroquois. On one occasion, when she was but fourteen years old, Madeline, with a force of three men and two little boys, sustained an Indian attack for a whole week, until help came from Quebec.



OPEN SPACES.

1—Sir George Cartier Monument, Fletcher's Field. 2—'Westmount Park'. 3—The city as seen from Mount Royal. 4—Royal Victoria Hospital. 5—Lafontaine Park.



EDUCATIONAL MONTREAL.

- 1—Chapel of the Grand Seminary. 2—Congregation of Notre Dame, Mother House.
3—Ecole Polytechnique. 4—McGill University. 5—Université de Montréal.

Lake St. Louis To the west of the Victoria Bridge a number of communities line the river-front. Laprairie, near the Lachine Rapids, is a popular summer resort. Kanawaki under that name has a well-known golf course; under the name of Caughnawaga it is indentified with a picturesque Indian reservation. Chateauguay is a quaint old town, scene of a memorable battle in 1813, when De Salaberry, commanding a handful of French-Canadian volunteers, won a decisive victory over a much superior force of American militia.* Beauharnois has some paper-mills and an abandoned canal: Valleyfield (population 9,215) has some important cotton-spinning mills and a Catholic bishopric.

Automobile Tours, 15, 16, 17.
Railway—N. Y. C., C. N.

Quebec Montreal is the principal gateway to the province of Quebec, which, with its area of 690,000 square miles and its population of about 2,500,000, is the first in size and the second in population of the nine provinces of Canada. Montreal has over one-quarter of its total population, the other principal cities being Quebec, Hull, Sherbrooke, and Trois Rivières.

This fine province, as wonderfully endowed with scenery as it is with historical associations, has always been a prosperous one. In agriculture, lumbering, mining and manufacturing it occupies an extremely important position in the economic structure of Canada. But during recent years it has exercised as equally strong an attraction for the tourist. It offers excellent fishing waters, good hunting, and good roads; it is liberally sprinkled over with the vivid memories of an heroic past, and its inhabitants, characterized by a certain lack of monotony of exterior which some people call picturesqueness, combine, with their reverence for what has gone by, a toleration of things as they are.

Of the many delightful regions to which Montreal is the centre, mention may be particularly made of the ancient city of Quebec, now the most picturesque city of North America; the beautiful Laurentian Mountains, immediately to the north of Montreal; the majestic Saguenay River, with Murray Bay as a kind of preliminary; the comely Eastern Townships, and the many resorts of the Lower St. Lawrence.

*The 1812-14 war between Great Britain and the United States enacted several of its phases along the Canadian border, notably near Niagara. Although the war and its causes is best forgotten, Canadians are justifiably proud that they held the much superior American forces at bay.

MONTREAL IN SUMMER

Montreal has fairly reasonable summer habits. Occasionally the thermometer sizzles, but on the whole it is tractable.* Either as an end in itself, or as the gateway to the beautiful regions of the province, Montreal has become a highly popular tourist city. Trains discharge their thousands daily, and automobiles clatter over the Victoria Bridge with the license plates of almost every province or state. Steamers contribute their thousands, too, both tourists from the St. Lawrence trips or ocean travellers or immigrants. While the visitors flock in, the natives, of course, flock out. Scores of little villages along the Lake Shore or the Back River awaken from their winter sleep; they are the points from which Dad commutes into town every morning, and to which he returns at night to swim, golf or dance.

Almost every form of summer recreation can be obtained within easy reach of Montreal.

**Lacrosse, Baseball
Cricket** In Quebec lacrosse has not suffered the same eclipse which has befallen this "national game" throughout most of Canada. Montreal has two clubs in the Eastern Canada Amateur Lacrosse Association, the Nationals and the Shamrocks, and the league games afford the finest exhibitions of play. In baseball, Montreal has one professional club—the Royals—games being played at both Atwater Park (St. Catherine Street west) and the National grounds (Ontario Street East). In 1923 an amateur baseball association was formed, to organize the game into schedule leagues. There are eight cricket clubs.

Tennis and Bowling Tennis, which has been called the tired business man's real work, pursues here its wideworld triumphant march. Besides clubs attached to practically every athletic association and courts constructed by business firms and churches, there are four senior clubs of recognized standing—the Mount Royal, Outremont, M.A.A.A. and Westmount A.A.A. Clubs. The provincial Lawn Tennis Association has a Montreal membership of 26 clubs. Montreal has indeed developed splendid tennis material, in-

*The 50-year average (McGill University Observatory figures) for May is 55.01 degrees; for June 64.50; for July 69.22; for August 66.51; for September 58.61.

cluding Davis Cup contestants. The beautiful grounds of the Mount Royal Club (Grey Avenue) were in 1923 the venue of international elimination matches in the Davis Cup games.

The fine old game of lawn bowling finds many adherents, and numbers seven clubs, of which the largest are the St. George (Westmount Boulevard) and the Westmount ((Kensington Avenue).

The chief Athletic Club is the Montreal Amateur **Athletics, Swimming** Athletic Association (Peel Street), with a luxurious building, a swimming pool, billiard rooms, bowling alleys, and other accessories. Its extensive grounds at Westmount are used in summer for tennis, lacrosse, cricket and athletics; while in winter the greater part is flooded and converted into an open air rink.

The Central Y.M.C.A. (Drummond Street) offers similar attractions, its magnificent building including a swimming pool, gymnasium, auditorium, etc. The Y.W.C.A. (Dorchester Street West) has a swimming pool and gymnasium. The National A.A.A. (Cherrier Street) caters particularly to the French-Canadian population, with grounds and field-house on Ontario Street East. There are at least five other A.A.A.'s in the city.

Swimming—one of the most popular sports in Montreal—can be obtained at the athletic associations mentioned, and at the Montreal Swimming Club (summer headquarters St. Helen's Island), and the Verdun, Maisonneuve, and LaSalle clubs.

It is for aquatic sports that Montreal holds the chief **Sailing and Boating** interest, for the two rivers that encompass the island provide facilities for yachting and sailing that are without rival. Lake St. Louis and the Back River, both easily reached by train or automobile, and (beyond) the Lake of Two Mountains, are one long succession of summer colonies that live by, on, and for the water.

The three clubs (besides a host of smaller ones) are the Royal St. Lawrence (Dorval), Hudson (Hudson) and Pointe Claire (Pointe Claire). Centre-board sloops are chiefly sailed, though some of the bigger yachts reach 40 feet. The Royal St. Lawrence Club is quite well-known internationally; it was for some years holder of the Seawanhaka Cup, now held in Scotland, whence it was taken after a series of races off New York in 1923. The Royal St. Lawrence Cup replaced the Seawanhaka Cup locally, and is raced for between the White Bear Yacht Club, St. Paul, Minn., the present holders, the Lake of the Woods

Yacht Club, of Kenora, Ont., and the Royal St. Lawrence Yacht Club. Besides this major event, inter-city races are held each year with Toronto, Winnipeg, and Kingston. There are weekly club races on Lake St. Louis each Saturday through the season, with numerous club cruises to points of interest.

Boating is represented by eight clubs in the Eastern Division of the Canadian Canoe Association—at Pointe St. Charles (Grand Trunk B.C.) Longueuil, St. Lambert, Ste. Rose, Cartierville, Chateauguay, Lachine and Valois—besides many minor clubs. Various regattas are held, and from the championship winners candidates are sent to represent the Division in the Dominion Championships.

Both yachting and boating clubs, besides their racing activities, are popular social centres.

Montreal has always taken a foremost place amongst the Golf Clubs of America, and the visiting golfer will find many facilities and a hearty welcome. On the Island itself there are seven clubs now in play; within such easy reach as to be considered merely long-distance suburbs are five others, providing altogether eleven 18-hole and two 9-hole courses. Two others are in course of construction, and will probably be in play in 1924. The Rosemere Club is a public course.

Without creating invidious distinctions, special mention might be made of The Royal Montreal Club, which has the most stately clubhouse in Canada and is the only club in the Dominion with two 18-hole championship courses. Beaconsfield, Kanawaki and Mount Bruno are other notable clubs.

GOLF CLUBS NEAR MONTREAL.

	Holes	Yds.	Miles distant	How reached	Visitor's charge daily
Beaconsfield Golf Club, Pointe Claire	18	6221	14	A.B.C.	Invitation
Como Golf Club, Como	9	2500	30	B.	1.00
Country Club of Montreal, St. Lambert	18	6047	6	A.C.D.	1.00
Islemere Golf & Country Club, Mount Royal....	18	6415	5	A.C.	1.00
Kanawaki Golf Club, Caughnawaga	18	6235	9	B.E.	1.00
(Adirondack Jct.)					
Laval-sur-la-Lac, Ste. Dorothée	18	6330	16	A.C.	1.00
Marlborough Golf & Country Club, Cartierville.	In course of construction (9 holes in play).				
Montreal Island Golf Club, Lachine	Now being formed.				
Mount Bruno Country Club, Beloeil	18	6523	21	A.C. No privileges	
Rosemount Golf Club, Rosemount	9	3200	6	C.D.	.50
The Royal Montreal Golf Club, Dixie	18	6265	9	A.B.C.	2.00
	18	6095			
Senneville Country Club, Ste. Anne de Bellevue	18	6400	20	A.B.C.	1.00 & 2.00
Summerlea Golf Club, Dixie	18	6391	9	B.C.	1.00
Whitlock Golf Club, Hudson Heights	18	6200	33	B.	1.00
A—Canadian National Railway.	B—Canadian Pacific Railway.				
C—Automobile Road.	D—Street Car.				
E—Ferry from Lachine.					

(Above table by courtesy of the "Canadian Golfer".)

Racing From about the third week of May until about the end of September, Montreal has with the exception of about a couple of weeks an almost continuous racing season. This is due partly to the excellent tracks, partly to the great interest that some prominent Montreal citizens have demonstrated in breeding and racing horses. The tracks number seven, of which only two—Blue Bonnets and Dorval—are recognized by the Canadian Racing Association. Each track has usually two meets of seven days each. Betting is allowed inside the tracks by means of pari-mutuel machines. Some of the races—particularly the first meet at Blue Bonnets—are amongst the principal events in the society calendar.

Meet	Location	How reached	Commence about*
Blue Bonnets (Montreal Jockey Club)	St. Laurent	A.C.D.	June 7th Sept. 1st
Dorval (Dorval Jockey Club)	Dorval	A.B.C.	June 16th Sept. 11th
Mount Royal (Back River Jockey Club)	St. Laurent	A.C.D.	May 19th Sept. 22nd
Delormier Park (Montreal Driving Club)	N. E. Montreal	C.D.	June 25th July 21st
King Edward Park (King Edward Jockey Club)	On an Island in the St. Lawrence	E.	July 13th Aug. 15th
Maisonneuve Park (London Jockey Club)	East Montreal	C.D.	July 30th
Kempton Park (Manitoba Jockey Club)	Laprairie	B.C.	July 4th Aug. 7th

A—C.P.R. B—C.N.R. C—Automobile. D—Street Car. E—Ferry.

*Dates for 1923, which are more or less constant.

AUTOMOBILE TRIPS

Principal improved automobile roads to and from Montreal. Distance shown are from Dominion Square.

Description of these places in another part of book.

CIRCLE TOURS AROUND MONTREAL.

To	Route	
1. Back River	Pont Viau, Laval sur le Lac, St. Martin, Cartierville, Outremont.	39 miles round trip
2. Western Island	Lachine, Lake Shore, Ste. Anne, Ste. Geneviève, Cartierville, Outremont.	50 miles round trip
3. Tour of Islands	Same as 2 to Ste. Geneviève, thence Isle Bizard, Bord à Plouffe, Cartierville.	58 miles round trip
4. Eastern Island	Sault au Recollet, Rivière des Prairies, Laval de Montreal.	33 miles round trip
5. Terrebonne	St. Vincent de Paul, Terrebonne, Rosemere, Ste. Rose.	46 miles round trip
6. Ottawa River	Ste. Rose, St. Eustache, St. Joseph du Lac, Oka, Ferry to Comoy, Vaudreuil, Ferry to Ste. Anne,* home via 2.	75 miles round trip
7.	Or via St. Laurent, St. Martin, Ste. Dorothee, St. Eustache, Carillon, Ferry to Point Fortune, Comoy, home via 6.	103 miles round trip

*For Ottawa, River Ferries, see page 69.

ROUTES FROM MONTREAL.

8. Quebec	Pointe aux Trembles, Charlemagne and Trois Rivières.	181 miles
	With side trip from Trois Rivières to Shawinigan Falls.	39 miles round trip

9. Ste. Agathe	Ste. Rose, Ste. Therese, St. Jerome.	64 miles
10. Lachute	Same as 9 to Ste. Therese: thence Ste. Scholastique.	52 miles
11. Ottawa (North Shore)	Same as 7 to Carillon. Ferry to Point Fortune, Hawkesbury, Alfred.	124 miles
12. Ottawa (South Shore)	Same as 2 to Ste. Anne, Ferry to Vaudreuil* Como, Hudson, Hawkesbury, Alfred.	126 miles
13. Toronto	Same as 12 to Vaudreuil thence to Cornwall, Brockville, Kingston.	356 miles
14. Toronto (via Malone)	Same as 15 to Malone, thence to Potsdam, Ogdensburg, Ferry to Prescott.	367 miles
15. Malone, N.Y.	Lachine, Ferry to Caughnawaga, Chateauguay, Huntingdon.	67 miles 23 miles
16. Another route	Branch from Ormstown to Valleyfield. St. Lambert, Laprairie, Ste. Philomène. thence same as 15. or via Valleyfield.	77 miles 88 miles
17. Plattsburg, N.Y.	St. Lambert, Laprairie, Lacolle, Rouse's Point, Chazy.†	72 miles
18. Another route	St. Lambert, Chambly, St. John's, Rouse's Point. Or via Laprairie. Branch from Lacolle to Phillipsburg. Or from Chazy to Newport, Vt. Or from St. Johns to Richford, Vt.	55 miles 48 miles 25 miles 83 miles 40 miles
19. Richmond	Roads continue from Plattsburg to New York, via Albany (from Montreal). And to Boston, via Albany (from Montreal).	412 miles 462 miles
20. Sherbrooke	Ferry to Longueuil, St. Hubert, St. Hyacinthe. Same as 19 to St. Hubert, thence Chambly, Marieville, Granby, Magog. Branch from Marieville to Farnham, Knowlton and Newport.	95 miles 99 miles 76 miles
21. Quebec (South Shore)	Or from Granby to Newport. Via Vercheres and Sorel. Road in construction—completed only to Sorel at Montreal end.	80 miles

*For Ottawa River Ferries, see page 69.

†King Edward Highway.

RIVER TRIPS

During the summer some attractive river excursions can be made by steamer. These include the following, fuller particulars of which are advertised in the newspapers:

To Carillon. Almost every day, including Sunday. Leave about 8 a.m.; or street car or C.N.R. can be taken to Lachine and connection made there. Returning via Lachine Rapids about 5 p.m.

To Lake St. Louis. Sundays. Leave about 2.30 p.m., returning through Lachine Rapids about 6.00 p.m.

To King Edward Park (picnic grounds). Sundays. Leave every hour from 9 a.m. to 7 p.m.

To Sorel. Sundays. Leave about 9 a.m. Calling at Vercheres and Contrecoeur. Return about 9 p.m.

To Quebec (Canada Steamship Lines). Daily in height of season. Leave about 7 p.m., calling at Sorel and Trois Rivières. Arrive about 6.30 a.m. Connection made at Quebec to several river ports, Tadousac, Murray Bay, and Chicoutimi.

To the Saguenay (Canada Steamship Lines). Through service from Montreal. Twice weekly July 15th to September 15th. Leaving about 7.15 p.m., calling at Quebec, Murray Bay and Tadousac.

To Toronto (Canada Steamship Lines). Daily June 15th to September 15th. Leave about 1 p.m. calling at Cornwall, Prescott, Brockville, Thousand Islands, Kingston, and Rochester.

FALL

The fall—usually one of the finest seasons of the year in Eastern Canada—brings the gorgeous coloring to the leaves, the crisp sparkle to the atmosphere, and the brightest blue to the skies. It brings also football, and unlimbers the ten-pin arm and the basketball neck. After the Yachting Clubs have folded their tents like the Arabs, and as silently stolen away, after the race horses have gone south with the swallows, and while the golfer and the tennis-shark linger on until dusk drives them reluctantly home, the great autumnal game of America begins.

Montreal has one club—McGill—in the intercollegiate rugby **Football** league, that includes the University of Toronto and Queen's (Kingston) University. Games are played at the Percival Molson Memorial Stadium on Pine Avenue, with accommodation for 13,000—which is sometimes exhausted! College rugby is at Montreal a strenuous and a highly partizan affair.

At the Montreal A.A.A. grounds that club plays in the Inter-provincial Union with the Argonauts of Toronto, the Tigers of Hamilton, and Ottawa. Various intermediate and junior leagues are conducted by the Quebec R. F. Union.

Association, also controlled by a provincial organization, is played by some 60 senior and 30 junior clubs, formed in various divisions and leagues. Games are played on 35 grounds, and for various cups and championships.

Hunting The Montreal Hunt Club, founded in 1820, is the oldest association of its kind in America. The fine club house and grounds (with kennels) are on Queen Mary Road, Outremont.

MONTREAL IN WINTER

Along around St. Catherine's Day, Our Lady of the Snows usually hands Montreal a new white coat, which she wears (to continue in the same poetical strain) until after St. Valentine's Day. Montreal never attempted, as some Canadian cities do, to conceal that it has a winter, or to imply that oranges are picked in its suburbs in January. Those who have seen it only in summer have missed nearly fifty per cent., for Montreal is one of the chief winter cities of the world.

How come? Well, a Canadian winter is, after all, a joyful experience for sturdy people. Sometimes the temperature is cold.* Winter sports are in full swing, in all their variegated kinds. The social season is at its height. No one disguises the winter, or pretends that it cannot be enjoyed. Children in fact look forward to it longingly.

Old timers will tell you that Montreal in winter is not what it used to be. They recall the carnivals and ice-palaces of the 'eighties and 'nineties, and wonder why we never have them now. The answer is blank; to remember the last ice palace is to stamp oneself as decidedly middle-aged. But within the last two or three years the carnival has been revived with great success, and with its organized programmes bids fair to become once more a permanent affair. The toboggan runs, the ski jumps, the skating and hockey rinks—these resound to the excitement of thousands.

Who, for example, who has once seen it, could miss the weirdly beautiful Fête de Nuit, when thousands of torch lights burst suddenly into flame and illuminate the snowy mountain, the while the befurred crowds laugh gaily in the face of winter?

Ski-ing, Tobogganing Ski-ing might be said to have become the winter substitute for golf. Not very long ago it was the source of much merriment; there was something rather ridiculous in the spectacle of a grown man sliding around on long strips of wood! But no other winter sport now competes with it for popularity, either in the male or the female breast.

There are three clubs in Montreal, the Montreal Ski Club, the McGill University Club, and the French-Canadian Club. The first, jumping

*The 50-year average (McGill University Observatory figures) for December is 19.16 degrees; for January 12.82; for February 14.80; and for March 25.51.

on the Côte des Neiges Road at the back of the mountain, has become the chief centre. Independent ski-ing on Mount Royal or in the country districts, either jumping or across-country running, is probably the greatest winter pastime, supplanting even skating.

Along with ski-ing goes tobogganing, to which nature has given an impetus in the sloping sides of Mount Royal. The Park Slide, on the western slope of the mountain, is over one-half a mile long, and exhilarating and sensational runs a-plenty can be made. The eastern face of the mountain, also, is another favourite, especially with children, and on a bright Saturday or Sunday afternoon Fletcher's Field is dotted black with thousands of happy, laughing parties.

Hockey, Curling Hockey would be entitled to the name of "the roarin' game" had not curling pre-empted it—for really one roars more at hockey than at curling, and with reason! This king of indoor winter sports, the fastest and most sensational of almost all games, vies with rugby and racing in its appeal to large crowds. The vivid interest, enthusiasm and partizanship which hockey can inspire in a Montrealer's breast is something to marvel at.

Montreal has one professional team, the Canadiens, playing against Ottawa, Toronto, and Hamilton at the Mount Royal Arena. The other rink is the Victoria. Here and at the Mount Royal meet the other leagues—the Manufacturers, City Intermediate, Junior City, Mount Royal, Independent, Industrial, Intercollegiate, Banking, and so on.

There are nine curling clubs in Montreal, of which the best known are the Montreal, Thistle, Heather and Caledonian. And curling too was once the mock of the would-be humorist! In Montreal it is conducted under the supervision of the Royal Caledonian Curling Club, which is affiliated with the parent organization in Scotland. Surrounding towns engage in tournaments for the Royal Jubilee Trophy, the Governor-General's Trophy, and other bonspiels. The Gordon medal is played for annually with United States curlers, and visits and return matches are held with representative teams of Scotland.

Skating, Snowshoeing, Sleighing Despite ski-ing, skating is still highly popular, especially with the younger generation. Many of the city parks blossom out in winter into rinks; but possibly the most attractive and favored open-air rink is the M.A.A.A. Indoor rinks include the Coliseum, Mount Royal Arena (when no hockey is played), and Victoria.

Snowshoeing, once the most popular and still the most picturesque of winter sports, has been the chief sufferer from the ski-ing vogue, and is now confined practically to French-Canadian clubs. These hold many meets and still wear their distinctive uniforms, sashes and badges. There are 26 clubs.

Sleighing, although not exactly a sport, can nevertheless be regarded as a diversion. When winter blankets Montreal with snow, most of its horse-drawn vehicles go on to runners instead of wheels, and the familiar and rather frowsy cab becomes, with the aid of furs, buffalo-robcs and bells, a thing of romance and almost of beauty—and certainly a means of locomotion that is infinitely preferable to an everyday taxi. Select a bright winter's day, or better still a moonlight winter's night, and drive, to the jingling of bells, the snorting of horses, the freezing of one's breath, to the top of the mountain. There is scarcely a finer experience.

Miscellaneous There are several organizations in Montreal for playing indoor tennis, badminton, tenpin bowling, and basketball.

THE GREATNESS OF MONTREAL

Municipal Montreal, which was incorporated as a city in 1832, is divided into 35 wards, each electing one alderman on a two-year term ending in April; the Mayor is elected at large. The administration of the city is entrusted to an Executive Committee of five aldermen, assisted by committees and reporting to the Council. Since the destruction of the City Hall by fire in March, 1922, and pending its reconstruction, some of the civic departments are housed in the City Hall annex and others in the Civic Library (Lafontaine Park). The assessed value of property in Montreal in 1923 was \$739,690,550, and the tax rate \$1.35 per \$100.00 of assessed value.

The cities of Westmount, Outremont, Verdun and Lachine have separate administrations. Largely for the purpose of facilitating the financing of municipalities on the Island of Montreal, the Island of Montreal Metropolitan Commission was created in 1921, consisting of fifteen members representing the province, Montreal, and bordering municipalities. The Commission oversees the flotation of municipal loans.

Industrial Montreal has been in the forefront of Canada's industrial development during the past two decades. Figures dated 1919 (the last available to the writer) gave the number of its factories as 2,648, with a capitalization of \$410,000,000 and an annual output of \$581,000,000. These industries include almost every line of manufacture, but the principal are textiles (cottons, silks, and woollens), meat-packing, flour-milling, sugar-refining, boots and shoes, steel and iron, tobacco, cement, rubber goods, beer, paints, electrical goods, confectionery and shipbuilding.

The characteristic of Montreal's industries is that they tend towards the very large factories instead of (as in some other Canadian cities, such as Toronto) towards a greater number of smaller factories. Montreal has some plants that can be described only as enormous; typical of these are the Angus and Point St. Charles shops of the C.P.R. and C.N.R. respectively, the Ogilvie Flour Mills, the Steel Company of Canada, the Canadian Car and Foundry Company, the Canadian Vickers Company, the St. Lawrence Sugar Refinery, the Imperial Tobacco Company, and

the breweries. Montreal is also the centre of the pulp and paper industry, which, while not actually situated in Montreal, is managed from here.

Montreal has the benefit of very cheap electric power, deriving it from five sources—the Shawinigan Falls on the St. Maurice River, Chambly on the Richelieu River, and the Lachine Rapids, Soulanges Canal, and St. Timothé on the St. Lawrence River.

Financial Montreal is, because of its importance as a port, the principal financial and commercial centre of Canada. Seventeen great banks distribute their hundreds of branches throughout the city; of these, five—with a capitalization exceeding \$61,000,000—have their head offices in Montreal. The chief of the latter, and the largest bank in Canada, is the Bank of Montreal, referred to elsewhere in this book. The bank clearings of Montreal in 1923 were \$5,493,100,000. There are about sixty insurance offices in Montreal, of which the largest is the Sun Life, which has its head office on Dominion Square.

The Harbor If there is one thing to which Montreal genuinely “points with pride” it is its Harbor. Thieves might steal the City Hall, and dynamitards blow up Mount Royal; but the height of sacrilege would be an aspersion upon the Harbor. Sooth to say, is there not reason? Is it not the second largest port of America, surpassed only by New York—does it not speed ships, sailing almost every maritime flag, to almost every port in the universe—is it not the greatest grain-exporting port in the world? Other cities may envy it, even deliver statistics against it; but the freight keeps rolling in, and it keeps rolling out, and Montreal is still in the van—and this in spite of the fact that the harbor is closed five months in the year.

Eight Miles Long The St. Lawrence at Montreal is about 90 miles above the influence of the tides, although the river does fluctuate about 12 feet from highwater in the spring to low water in the fall. At present there is a navigable channel from the sea of 30 feet at extreme low water; deepening to 35 feet has already begun. The fact that some ships do not ascend higher than Quebec is not due so much, as is commonly supposed, to their being too big, but more to their being crack passenger “greyhounds” with which the extra 12 hours on the crowded river is an important factor.

The harbor has 8.04 miles of wharf accommodation, with 24 double deck and 4 single-storey sheds, and 110 berths, including 18 capable of berthing ships 1,000 feet long. The sheds, built of steel upon reinforced

concrete foundations, can handle 300,000 tons of cargo per week. An artificial embankment along the shore, $1\frac{1}{2}$ miles long, protects the whole upper part of the harbor, including the entrance to the Lachine Canal, from river currents and spring ice-jams.

Harbor Facilities The harbor facilities are comprehensive. They include a floating crane with a lifting capacity of 75 tons; a large modern, reinforced concrete cold-storage warehouse completed only in 1922, with a capacity of 4,628,000 cubic feet; a terminal railway 65 miles long; and a floating dry dock. The last, 600 feet long and 135 feet wide, and capable of lifting a ship of 25,000 tons, is situated opposite Maisonneuve, where 30 acres have been reclaimed in the harbor and leased to the Canadian Vickers Company. A basin was provided for this drydock, while on land a ship-building and repairing plant was installed.

The Harbor Commission also operate three giant grain-elevators, with a total capacity of 10,162,000 bushels. A fourth, which will add 2,000,000 bushels, will be completed in 1924. The port has several large coal unloading plants, the biggest being that of the Dominion Coal Company.

Some Statistics In the year 1922 the port received 1,294 ships, with a total ship tonnage of 3,932,637 and a total cargo tonnage of over 15,000,000 tons. Montreal, as has been said, is the greatest grain-exporting port of the world; in the year quoted, it handled 155,035,817 bushels, 27 per cent. of the total volume handled through the ten principal ports of North America.

The harbor is operated by the Harbor Commission, a public body consisting of three members and a general manager, under the control of the Dominion Government. The Commission has entire control over the Harbor on both shores of the river, from the Victoria Bridge to Bout de l'Isle—about 16 miles.

Passenger Services The ocean-going passenger services operating from the port are as follows:

- Anchor-Donaldson—Glasgow.
- Canadian Government Merchant Marine—West Indies, Newfoundland.
- Canadian Pacific Steamships—Liverpool, Glasgow, Cherbourg, Southampton, Antwerp.
- Canada Steamships Lines—Quebec, Newfoundland, Toronto.
- Cunard Line—Plymouth, Cherbourg, London, Liverpool.
- Elder Dempster Line—South Africa.
- White Star Dominion—Liverpool.

Although the Lachine Canal is an integral part of the **Lachine Canal** harbor, it is a separate work—and for that matter, administered by the Dominion Government direct. Running in a south-westerly direction towards Lachine, it brings down to Montreal all the river-borne traffic that is fed into the holds of ocean-going ships.

The canal (travelling westward) is entered through a series of basins near the foot of McGill Street, and merges into the St. Lawrence near the east end of Lachine. It is $8\frac{1}{2}$ miles long and 150 feet wide, with five locks each 270 feet long—two with a depth of 18 feet of water on the sills, and the remaining three with 14 feet. The locks are electrically operated and lighted.

In the season of 1923 navigation 8,123 vessels used the canal, carrying 4,411,185 tons of freight, nearly 50% of which was wheat.

We have elsewhere stated* that the idea of the Lachine Canal originated with the Sulpician Fathers while France still owned Canada; but not until the early days of the nineteenth century was any construction work begun—in 1821, to wit. The first vessels passed through in 1825. From 1843 to 1848 various enlargements were carried on, and again in 1871. The old canal parallels the new one, and is still available for use.

The St. Lawrence is bridged at Montreal in two places, by **Bridges** structures that carry the Canadian National and Canadian Pacific Railways respectively over the river. Both are engineering feats of great magnitude and interest.

The Canadian National Railway bridge, called the Victoria Jubilee Bridge, is really one superimposed upon an older one. The first bridge, designed by Robert Stephenson and Alex. M. Ross, was opened in 1860. It was a "tubular" bridge, and at the time of its completion was considered one of the great wonders of the world. With the development and growth of Montreal, however, it became too small, and a new bridge was built and opened for traffic in 1898. This rested upon the same piers as the first bridge, around which, as a matter of fact, it was built.

The present structure is an open-work steel bridge, with two railway tracks, a carriage way, street-car tracks, and footway. Its length, including approaches, is 9,144 feet—of steel work, 6,592 feet. It consists of 25 steel truss spans, resting upon 24 piers; the centre span is 330 feet long, the side spans from 242 to 247 feet. The extreme width

*See page 34.

of the bridge is nearly 67 feet. Its height above the water is 60 feet. The superstructure weighs 44 million pounds, and cost \$9,000,000, of which \$7,000,000 represented the original cost of the tubular bridge. The south end of the bridge is at St. Lambert.

The Canadian Pacific Railway bridge, commonly called the Lachine Bridge, is also a reconstructed one. It was originally built in 1886, with but a single track, and was at the time considered a fine example of advanced bridge design. Reconstruction had necessarily to be carried on without interruption to traffic. The river piers, some of which were in a current of about 8 miles an hour, and in water 30 feet deep, were enlarged, the superstructure in the steamer channels being approximately 70 feet above water level.

The old single track structure was replaced by two parallel single-track bridges, designed for much heavier loading. The old piers and abutments involved 12,400 cubic yards of masonry, to which were added some 13,300 cubic yards for the new bridge. The 4,100 tons of steel work in the old structure were replaced by 14,231 tons in the new.

The finished bridge consists of twenty spans, of which the longest are two of 480 feet. The total length is 3,657 feet, and the height is about 60 feet above water level. The north end of the bridge is at Highlands and the south end at Caughnawaga.

Before it reaches this bridge, the Canadian Pacific crosses the Lachine Canal by a swing bridge that opens to permit the passage of steamers in the canal. This bridge, a double-tracked one 239 feet long, and weighing 615 tons, is operated by motors, and can be opened in 70 seconds.

A third bridge across the St. Lawrence, somewhat east of the Victoria Jubilee Bridge, and designed to relieve the congestion of road traffic upon the latter, is now under contemplation.

ODDS AND ENDS

Historical Montreal is one of the oldest cities of this continent; but its history lacks the poignancy and color of Quebec's. It is that of the gradual development of a prosperous community, founded and governed by deeply religious men and women, rather than that of warfare and political strife. Not that it lacked vicissitudes. While it was part of New France, Montreal waxed or waned with the fortunes of that colony. In the middle of the eighteenth century it became British; for a brief time it was American. But the present writer (to be quite frank) has never considered Montreal's past as of equal interest with its present and future, or its history—with a few notable exceptions—of over-imposing importance.

Nevertheless, a knowledge of Montreal's history is essential as "background" to the proper appreciation of the modern city. Some historical facts have been incorporated at different points in this book, appropriate to the sections to which they relate; the following outline will serve to knit them together in chronological sequence. Cross references to them are made by inserting the page numbers of those sections in brackets, thus (26).*

1535. Jacques Cartier, a French sailor, sailed up the St. Lawrence (which he named) and rested at Stadacona (Quebec). Hearing of a much larger place inland, he sailed up the river to the village of Hochelaga. Its site was approximately that of Montreal. (26). Cartier ascended the mountain, and in honor of his master called it "Mount Royal". He re-visited Hochelaga in 1541, when he reached the Rapids. Subsequently there were several explorations of Canada, but none of them reached Montreal until

1611. Samuel de Champlain (who had founded Quebec in 1608) arrived, to find Hochelaga had disappeared. He landed with the intention of forming a trading-post, near the site of the present Customs House (44), but did not stay to carry his plans into execution.

1615. The first Mass celebrated in the Province of Quebec was sung by Fathers Le Caron and Jamay, two Recollet friars, at Rivière des Prairies.

1625. Father Nicolas Viel visited the Rivière des Prairies. (70).

1627. The "Company of One Hundred Associates" was chartered by Cardinal Richelieu to initiate emigration from France to Canada. De Lauzon, one of the Company, obtained a grant of the Island of Montreal.

1640. The Compagnie de Notre Dame de Montreal was founded by the Abbé Olier (who soon after was to found the Sulpician order), de la Dauversière, and Baron de Fancamp. To these de Lauzon transferred his

*Anyone who has ever delved into the early history of Canada has discovered the extraordinary conflict of dates, facts and even conclusions that different writers offer. In this outline the only and accepted authority is "Canada and its Provinces" (Archives Edition) edited by Dr. Adam Shortt and Dr. A. G. Doughty.



SUMMER AND WINTER SPORTS.

- 1—Montreal has Fifteen Golf Clubs. 2—Ski Jumping on Cote des Neiges.
 3—“Sailing on Lake St. Louis”. 4—Ste. Genevieve, on the Back River. 5—A
 Study in Expressions—Dorval Race Track. 6—The Park Toboggan Slide.



MONTREAL—A TRANSPORTATION CENTRE.

- 1—Windsor Street Station. 2—Victoria Jubilee Bridge. 3—Mount Royal Tunnel.
4—One of the Harbor Elevators. 5—The Angus Shops.

property, and a party to settle it was organized. The leader was selected in Paul de Chomedey, Sieur de Maisonneuve, a brave soldier who had offered his services to the Church. Accompanied by Jeanne Mance, a young nun who was one of the religious heroines of the time, and about fifty male colonists, he reached Canada in 1641, visited Montreal and wintered at Quebec.

1642. With Mlle. Mance, Madame de la Peltrie (co-founder of the Ursuline Convent, Quebec), a Jesuit priest, and fifty-five colonists, Maisonneuve landed at Montreal (May 18). Tents were pitched, mass celebrated, and the settlement named Ville Marie. The first building erected was the Fort, two years later the Hotel Dieu was built. (55).

1653. Marguerite Bourgeoys established the Congregation of Notre Dame. (52).

1663. The Island of Montreal became the property of the Sulpician Order. (33).

From this time onwards for nearly one hundred years the record of Montreal is one of the slowly increasing prosperity. True, it occupied a subordinate position to Quebec, the headquarters of New France; but Montreal, as the last European settlement of any consequence, became the channel through which the heroic French explorers, traders and missionaries passed on their way to the west. Famous names cluster around this period. Some, like LaSalle, sought the passage to China—others sought only to carry the gospel to the tribes of the vast interior. Montreal became also the centre of the far-reaching fur-trade of Canada.

The constant wars with England left Montreal practically unscathed; but it had, unfortunately, its own terrible wars with the Indians, amongst which was that marked by the massacre of Lachine. (68).

1672. Streets of Montreal laid out and named. (39).

1705. Château de Ramezay built.

1710. Seminary of St. Sulpice built.

1734. Post road opened between Montreal and Quebec.

1747. Grey Nunnery founded by Madame d'Youville. (16).

1759. Wolfe defeated Montcalm at Quebec. In 1760 de Levis collected a new army, and attacked the British, but was defeated and retreated to Montreal, where he made his last stand. The city capitulated in September to General Amherst. In 1763, by the Peace of Paris, Canada was formally ceded by France to Great Britain. While the French settlers remained, British settlers and capital began to flow in.

1763. Post offices opened at Montreal, Three Rivers and Quebec.

1775. War of the American Revolution began. Colonel Ethan Allan, at the head of an American force, endeavoured to seize Montreal, but was defeated. General Montgomery was more successful, and occupied the city and established the Continental Congress at the Chateau de Ramezay. The French inhabitants, however, declined to throw off their allegiance to Great Britain, and in 1776 the city was recaptured by the British.

1791. Canada divided into Upper and Lower Canada (Ontario and Quebec). First provincial parliament of Lower Canada met at Quebec 1792.

1803. Old Walls of Montreal destroyed.

1809. John Molson built the "Accommodation", the second steamboat in America.

1812. War with United States. American forces reached Chateaugay in 1813. (73).

1821. Lachine Canal begun. Opened 1824, enlarged 1843.

1821. McGill University incorporated.

1824. Notre Dame Church (present building) begun.

1832. Montreal incorporated as a city. First docks built in the same year.

1832. Charter obtained for the Champlain and St. Lawrence Railway, from Laprairie to St. Johns, opened in 1836—the first railway in Canada.

- 1837. Papineau's Rebellion. (37).
- 1841. Montreal Board of Trade incorporated.
- 1841. Province of Canada formed, uniting Upper and Lower Canada, Montreal the capital in the years 1844-49.
- 1847. Large Irish immigration began.
- 1849. Riots arising from the passing of the "Rebellion Losses Bill", and the burning of the Parliament Buildings, resulted in the removal of the seat of government to Toronto.
- 1856. Grand Trunk Railway completed to Toronto.
- 1859. Victoria Jubilee Bridge completed.
- 1861. Allan Steamship Line to Great Britain established.
- 1867. Dominion of Canada formed, with Ottawa as capital.
- 1886. First Canadian Pacific train to Vancouver.

Festivals and Holidays The province of Quebec adds a few extra holidays to those celebrated by the rest of Canada, and it is not surprising, perhaps, to find them religious fasts or feasts.

In addition to the ordinary holidays, Quebec has legalized Epiphany, Ash Wednesday, Ascension Day, All Saints Day, and Conception Day, which are appropriately observed by the majority of the Catholic population.

To these, moreover, the French Montrealer has added several celebrations of a kind found nowhere else on this continent. He has his Thanksgiving or Hallowe'en parties, of course; but he has also Mardi Gras and Mi-Câreme—respectively the day before, and the middle of, Lent—to provide excuses for jollification. He has St. Catherine's Eve, towards the end of November, to suggest dances and banquets, with their one invariable accompaniment of "la tire"—taffy cooled in the snow.

But the two outstanding festivals are undoubtedly those occurring at the delightful period of early summer—Corpus Christi (or Fête Dieu) and St. Jean Baptiste Day. Corpus Christi, coming generally at the beginning of June, is known to other countries; but nowhere does it reach so high a degree of fervor as in a Catholic community. The long procession of white-robed boys and white-veiled girls, fresh from their first communion, the Host carried through the streets and the spectators kneeling before it, the gorgeous vestments of the priests, the chanting, the open-air mass—these have a beauty that words scarcely depict.

St. Jean Baptiste Day (June 24) is almost the national day of the French-Canadian, and to mark it, the St. Jean Baptiste Society organizes another spectacular procession.

Montreal is the home of several religious communities. **Religious Orders** Two of them count their years as equal to Montreal's, for they established themselves at the same time as the colony. The convent is almost the most familiar of Montreal's buildings,

just as the hooded nun—occasionally the bare-headed, sandalled monk—is one of the most familiar figures of Montreal's streets.

The visitor who may be surprised by the many and often imposing buildings of these orders, frequently occupying extremely valuable "downtown" property, should pause to consider the good works which the sisters particularly discharge, works indeed that in other cities would be a charge upon taxation. They teach, they minister to the sick, they house the blind, the dumb and the incurable.

There are about a dozen Orders for men, of which those of St. Sulpice, the Jesuits, the Franciscans, and the Christian Brothers are the best known. Of women's orders there are even more communities, the best known being the Sisters of the Hôtel Dieu, the Grey Nuns, the Congregation of Notre Dame, and the Sisters of Providence. The Carmelites, composed mainly of members of influential families, the Good Shepherd Nuns, and the Sisters of the Precious Blood are cloistered, and do not appear in the outside world.

At Oka, on the Lake of Two Mountains, is a monastery of Trappists, who dwell in a semi-mediaeval atmosphere and observe perpetual silence.

Montreal, because it is a bi-religious city, has two distinct **Education** school systems, each with its separate School Board. There is, in addition, a "neutral panel" into which corporations pay their school taxes, to be afterwards divided. The Protestant administration includes public, high, and technical schools, leading to McGill University, and the Catholic administration schools, technical schools and colleges, leading to the Université de Montréal. Many of these organizations, including the convents and private schools, are mentioned elsewhere in this book.

RAILWAY STATIONS

Windsor Station	Canadian Pacific	Ottawa, Winnipeg and the West Toronto, Detroit and Chicago Sault Ste. Marie, Minneapolis and Duluth Sherbrooke and St. John Boston and Portland Quebec Local Services
	Delaware & Hudson New York Central	New York New York and Buffalo Local Services

Bonaventure	Canadian National	Ottawa, Winnipeg and the West Toronto, Detroit and Chicago St. John, Halifax and Maritime Provinces Sherbrooke and Portland Quebec Local Services
	Rutland	New York
	Central Vermont	Boston Local Services
	Quebec, Montreal & Southern	Sorel, St. Hyacinthe, etc.
Place Viger	Canadian Pacific	Ottawa (via North Shore) Laurentian Mountains Quebec Local Services
Tunnel Station	Canadian National	Ottawa Local Services
St. Catherine St. East	Canadian National	Quebec and Local Services
McGill Street	Montreal & Southern Counties (electric)	St. Lambert, Chambly, etc.

Hotels Montreal has about twenty-five first-class hotels, with a total of about 4,000 rooms. Most of them are uptown. The largest are the Mount Royal, Windsor, Queen's, Ritz-Carlton, Place Viger and Corona, the position of which is indicated on the sectional maps. Besides these, it has a large number of small hotels and boarding houses.

THEATRES

Theatres The following are the principal theatres of Montreal, nearly all being situated in the "uptown" district.

His Majesty's	Guy St.	Drama, Opera, etc.
Orpheum	St. Catherine St.	Stock, Drama
Princess	"	Vaudeville
Gaiety	"	Burlesque
Imperial	Bleury St.	Vaudeville and Pictures
Loew's	St. Catherine St.	" " "
Francais	"	" " "
Capitol	"	Motion Pictures
Palace	"	" "
Strand	"	" "
St. Denis	St. Denis St.	Varies

Besides the above, there are a number of smaller ones, both in the vicinity of St. Catherine Street and in the suburbs, devoted exclusively to moving pictures.

Street Cars Montreal's street-railway—a privately-owned system—is one of the best in the world, not only for a city of its size but also in a strictly comparative sense, ranking even (on the Scottish city's own admission) with the almost world-famous municipal system of Glasgow. Its equipment consists, with but few exceptions, of large modern cars, and many of them; its services are many, penetrating all parts of the city and reaching some quite distant suburbs; and its rates (7c. for one fare, 25c. for four, with transfers) are moderate as such utilities are nowadays.

The geographical shape of Montreal, squeezed as it is between the river and the mountain, necessarily makes the main routes of travel east and west. Most of these pivot around Place d'Armes; but on St. Catherine Street there are routes which traverse practically the whole length of the city. The other important east-west routes are on Wellington, Notre Dame, St. James, St. Antoine, Craig, Ontario, and Mount Royal. The most important north-south routes are on Guy St., Bleury, Park Ave., St. Lawrence, St. Denis, and Papineau, besides routes around the mountain.

The Montreal and Southern Counties Railway (from McGill Street across the Victoria Bridge to St. Lambert, etc.) is an independent system which does not recognize transfers from the city system.

Sight-Seeing Tours Various sight-seeing excursions by automobile are available to the hasty visitor. Several companies are engaged in this business, their auto-busses and char-a-bancs starting at regular hours from some central point, such as the corner of St. Catherine and Peel. Amongst the tours, which range in price from about \$1.00 to \$2.50, are those around the city, to Lachine, to Ste. Rose, the Lake Shore excursion around the western part of the island (a very fine trip) and to Terrebonne. Particulars can be obtained at any of the hotels.

The street-railway also operates a sight-seeing tour in summer, starting from Peel Street, running east along St. Catherine, up Bleury to Park Avenue, round the back of the mountain, and back through Westmount. Fare 25c. Trip starts about every hour.

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NOTE—Although nearly all the important streets of Montreal are shown on the different maps, only those mentioned in the text are indexed.

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